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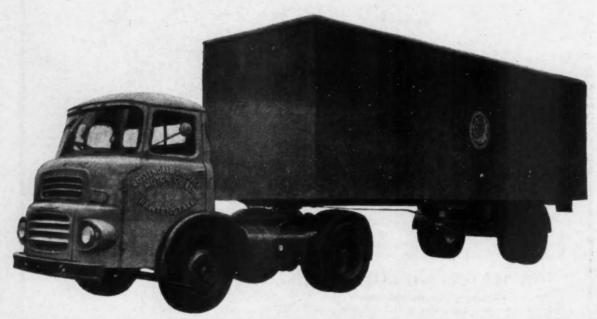


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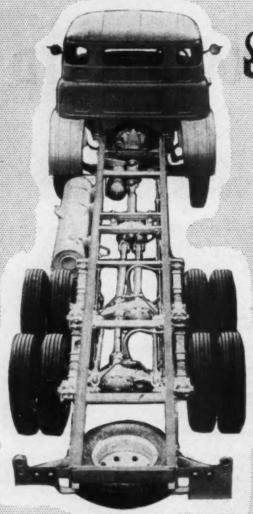
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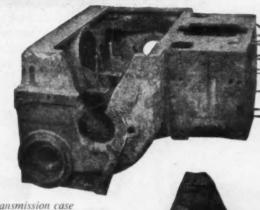
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Chink in the Armou

BARIMAR

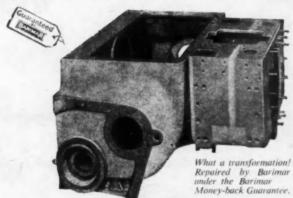
tackles a badly damaged tractor transmission case

The average tractor and excavator would appear to be immune from the ills that beset less robust machinery. It is so strong, so seemingly confident in its ability to "move mountains," that the very idea of breakdowns Transmission case seems remote indeed. Yet, as with as received by Barimar mortal man, the "chink in the armour" sometimes reveals itself,



as the first picture shows. This is the transmission case of a tractor that came to grief, much to the dismay of the contractor. A giant earthmover was idle, work was "held up" and a mighty piece of machinery was temporarily "out of action."

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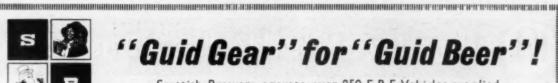


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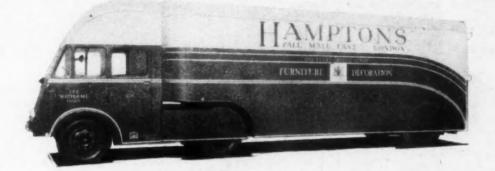
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(illustration of "Norway" above, almost identical to this unit).

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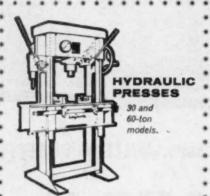




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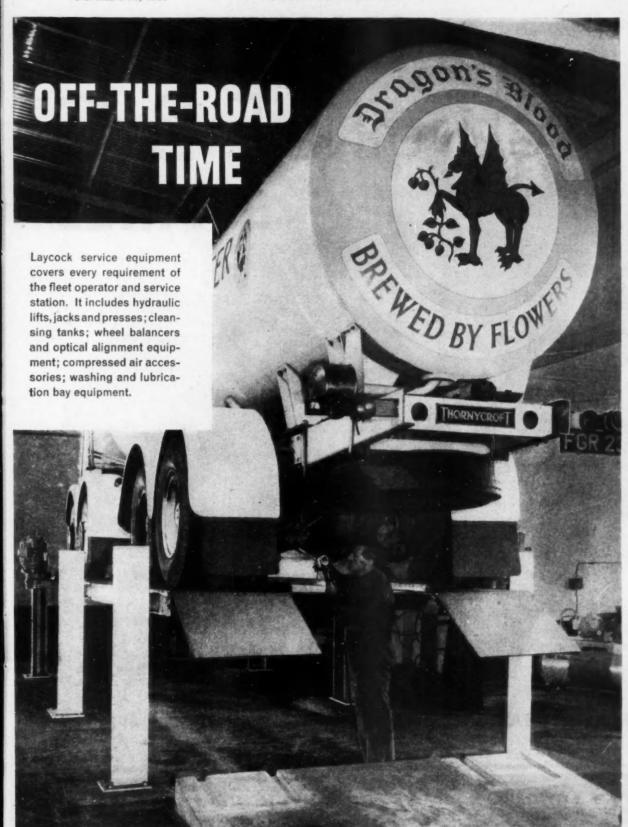
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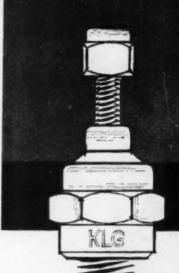


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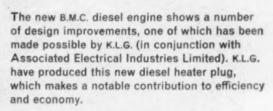
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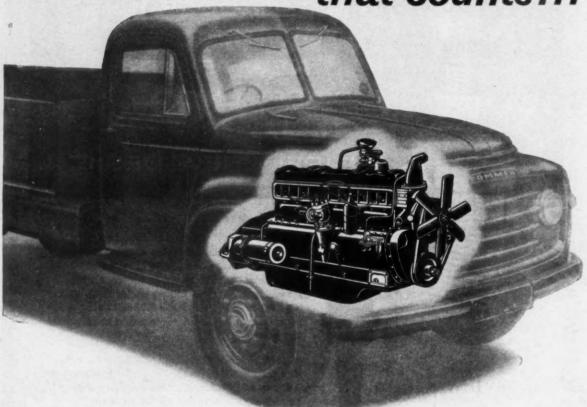
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the loading and unloading of heavy, bulky or fragile packages or panteness. the loading and unloading of heavy, bulky or fragile backages—up to one to loading and unloading of heavy, bulky or fragile backages—up to one on the loading and unloading of heavy, bulky or fragile backages—up to one on particular time on the loading and unloading of heavy, bulky or fragile backages—up to one one of heavy, bulky or fragile backages—up to one one of heavy, bulky or fragile backages—up to one one of heavy, bulky or fragile backages—up to one one of heavy, bulky or fragile backages—up to one of heavy, bulky ton in weight-quick and easy. On to or into-forries wans or pantech-nicons. Turnrounds are speeded .: the vehicle spends more inne on the road. The loader encerates hudrantically newspand by the ennine of nicons. Turnrounds are speeded ... the vehicle spends more time on the road. The loader operates hydraulically powered by the engined by the road. The loader operates hydraulically powered by the engined by the engine of the road. The loader operates hydraulically powered by the engine of the road and the months of the road of the loader operates hydraulically powered by the engine of the road. the road. The loader operates hydraulically—powered by the engine of the vehicle; or—on some models—by an electric motor energised by a three vehicle; or—on some models—but an electric motor energised by a harrow to statistical attention is simple milick invalues no attractural attention is simple milick invalues.

the vehicle; or on some models—by an electric motor energised by a local structural alterations to bettery. Installation is simple, quick, involves no structural alterations to bettery. Installation is simple, and the schowing how pure loaders can help you in the wahiele. Send for folders showing how pure loaders. battery. Installation is simple, quick, involves no structural alterations the vehicle. Send for folders showing how our loaders can help you! THE VERTISWING (shown at three stages of operation) is for loading goods up to one ton in weight. The load is placed on the plattorm which has heen inwared to proving love.

form which has been lowered to ground level. A movement of the hand-operated lever and in seconds the load is smoothly and safely hand-operated lever and in the operation of a hard-operated lever and in the operation of a hard-operated lever and in the operation of the property of the operation hand-operated lever and in seconds the load is amouthly and safe raised until the platform is in the position of a horizontal failboard. THE MINISWING operates in a similar manner to the Vertiswing. and is designed for goods up to 5 cmt. The platform is 27 in. square.

THE VANLOADER-MAJOR IS for litting Packages so that they may be stacked at different to a much the stacked at different to the stacked at different t

packages so mat mey may be stacked at omerent levels within large yans. It will lift a load at 6 cwl. THE VANLOADER is for loading bulky goods on to the smaller types of van. There are models up to 8 ft.

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THE DUMBO LIFTING SYSTEM - elevates Two more labour and time savers

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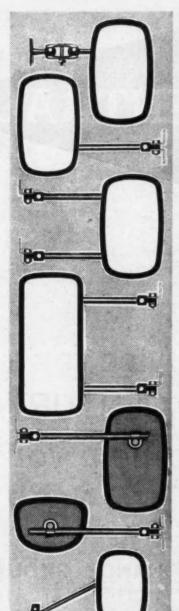
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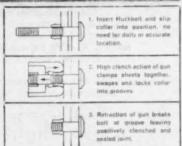
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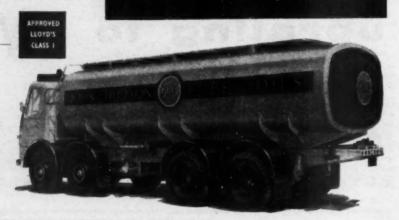
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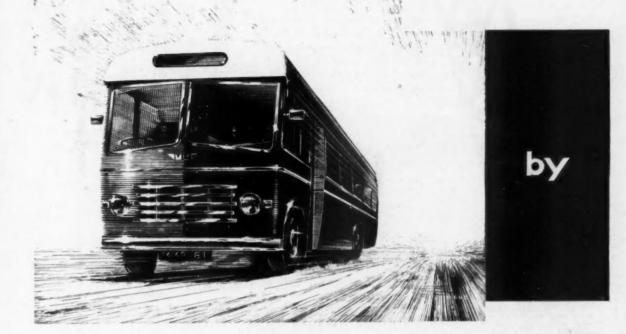
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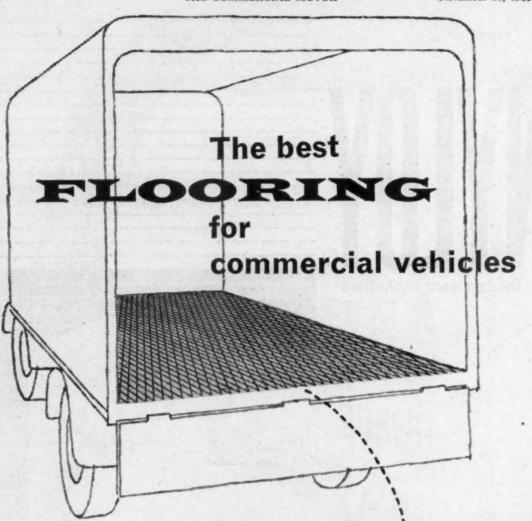
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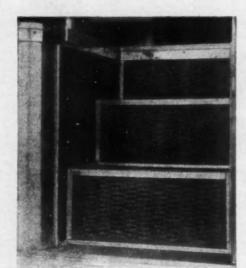


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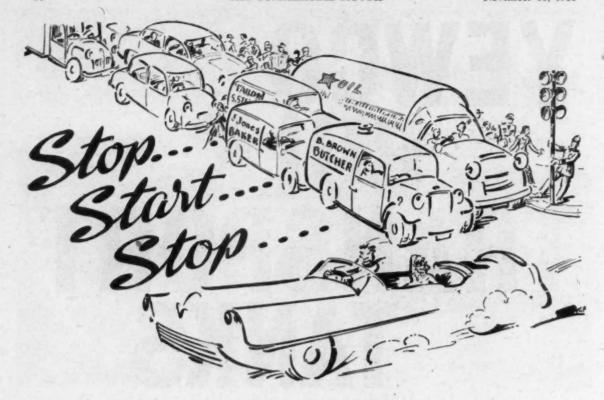
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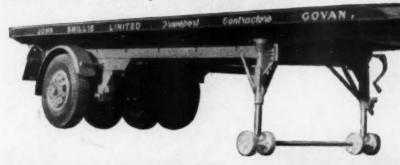
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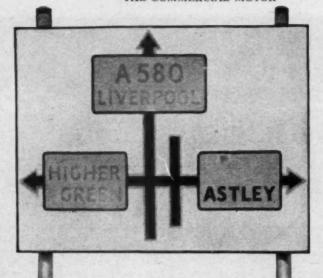
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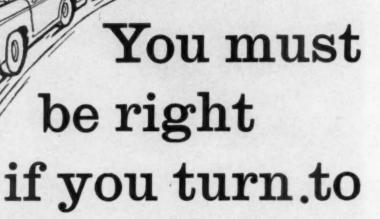
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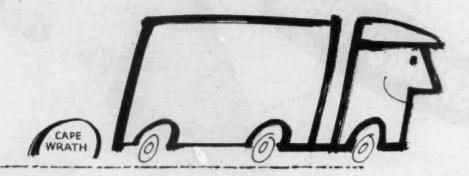
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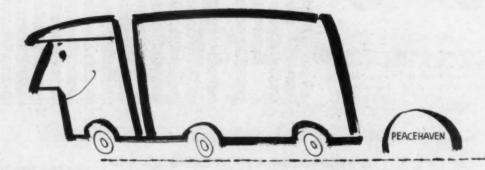


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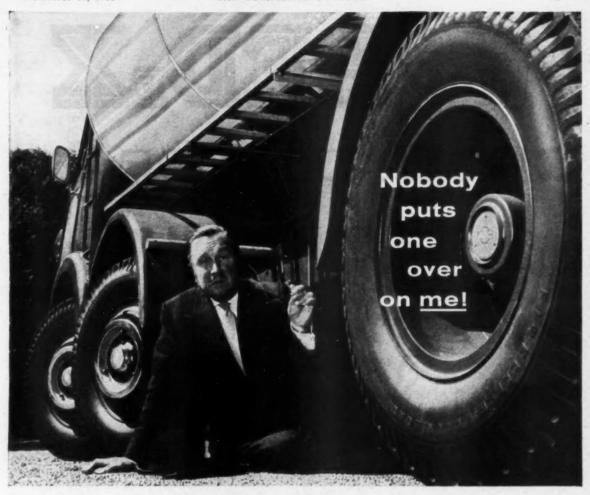
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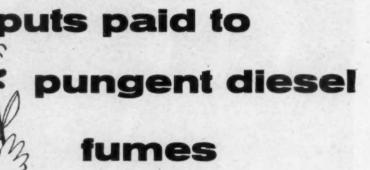


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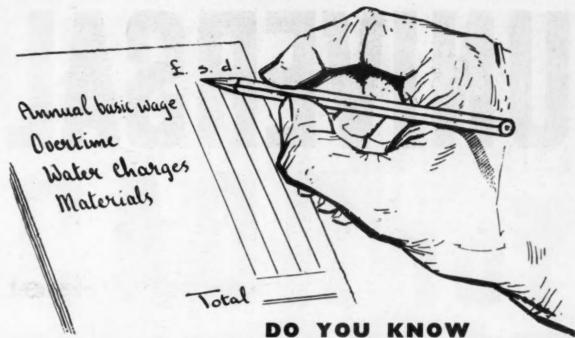
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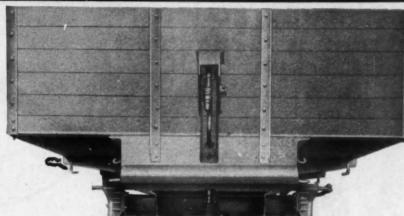
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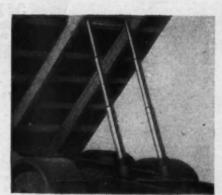
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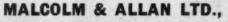


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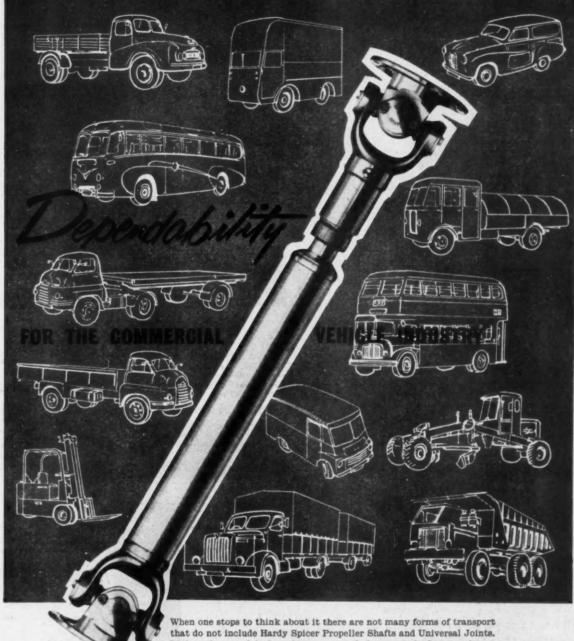
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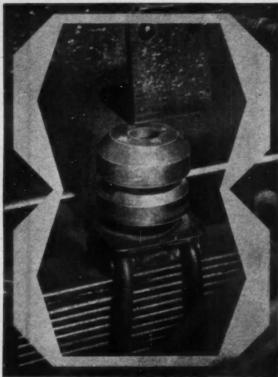
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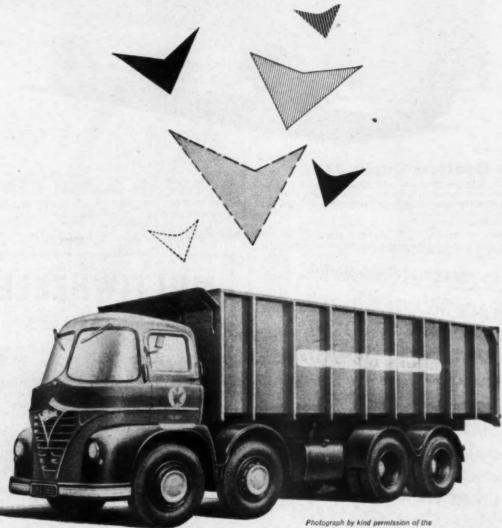
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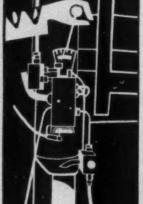
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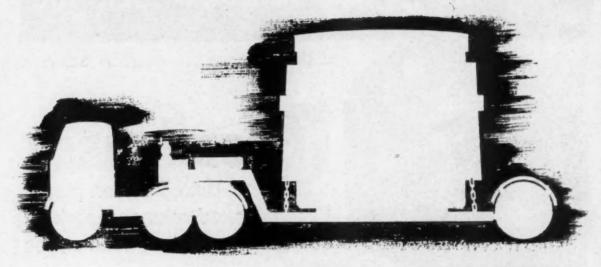
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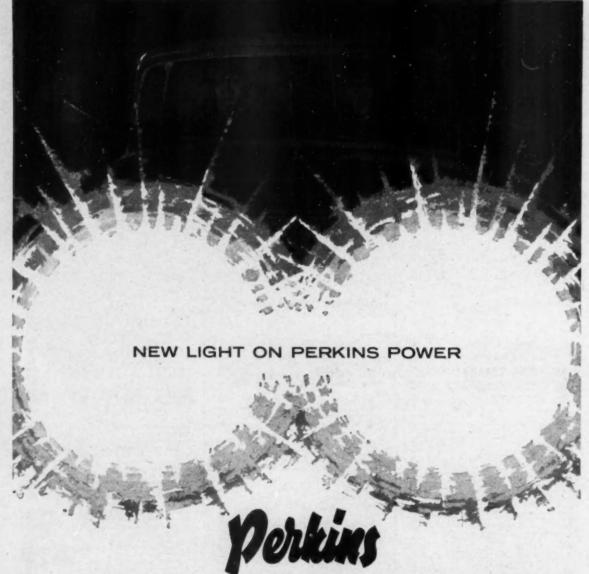
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Talabaire Led	red.	24	5.5
Torre Machare & Sons I to	4 **	8.8	142
Thomason Brochers (Foring	neral L	rd.	156
Taskers of Andover (1932), Telehoist, Ltd. Terry, Herbers, & Sons, Ltd Thompson Brothers (Engine Trem, R. E., & Co., Ltd. Tyresoles, Ltd.	ming, L	es.	150
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Watson Bros. (Airdrie), Lte	4 27	**	147
Watts (Pactors), Ltd	2.4	4.8	160
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(Bradiord), Ltd.	**		26 8 127
Yorkshire Engineering (Bradford), Ltd. York Trailer Co., Ltd.	**	100 8	20 0 12/



Trade opinions . . . user's opinions . . . press opinions . . . all highlight the tremendous advantages of choosing Perkins power. World-wide standardisation . . . built in reliability . . . long engine life . . . unrivalled service . . . these are just a few of the Perkins benefits. And the Perkins perpetuity scheme ensures that your engine can be replaced by a factory rebuilt unit at any time you choose.

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ECONOMY

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PERKINS ENGINES LTD . PETERBOROUGH . ENGLAND



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Scottish Success

THERE have been some people, in recent years, who have suggested that the value of the Scottish Motor Show was diminishing, so far as commercial motor manufacturers were concerned. It has even been questioned occasionally whether, as a show, the function was worth continuing. Today, the answer is apparent. The 1961 Scottish Motor Exhibition is undoubtedly one of the best displays that Kelvin Hall has housed for a considerable time.

No moribund undertaking, this Show! Although the number of commercial-vehicle stands is only one greater than the 1959 Show (the last, since this is a biennial function), 28 of those stands exhibit something new. This is a record which any exhibition, anywhere in the world, can afford to hold with pride.

There is a new double-decker bus, a French 6-cwt. van (a World Première, this one), two makes of 36-ft.-long passenger chassis, a new six-wheeler, everything from 5- to 9-tonners (all new), and at least one new semi-trailer. Nor is this the end. There are new power units; there are new suspensions; there are new cabs and bodies; there are new items of equipment and accessories.

Kelvin Hall always tends, unavoidably, to be judged in the light of the previous year's Earls Court Show and the 1960 London Show was not outstanding in respect of the number of new exhibits, but even so this 43rd exhibition at Kelvin Hall seems to give the Wailing Willies a sharp answer. Now the answer has been delivered, can the standard be continued in future years? If not, doubts might once again arise.

Accent On Co-ordination

FULLY conscious of the amount of work he has to get through in the present Parliamentary session, the Minister of Transport, Mr. Ernest Marples, has nailed his colours firmly to the mast with commendable promptness. The two major Bills which he wants to promote—the Transport Bill and the Road Traffic Bill—were published late last week.

The Transport Bill is the one that will have the most far-reaching effects on the road transport industry, but the Traffic Bill seems destined for another stormy reception since it substantially retains the bitterly opposed clause permitting disqualification for the commission of three offences within three years, some being almost trivial. An unexpected development in the Traffic Bill was the first official recognition of hovercraft; the Ministry appears to have decided that they are road vehicles.

What of the Transport Bill, the clear intention of which is to give the Railways greater commercial freedom and put them within five years on a paying basis? The accent throughout this Bill appears to underline the Government's avowed intention of setting up a co-ordinated rather than an integrated transport system. They seem to intend to provide the consumer with the choice of the type of transport which suits him best.

The basis of the projected transport system is that the Minister will control, financially and as to broad policy decisions, the four Boards and the Holding Company. Unbiased though the Government's intention may be, however, there is little doubt that a Minister so inclined could exercise a considerable control over who carries what traffic. Exactly how much the Commission's road undertakings will benefit from this Bill is a matter for conjecture, in any case.

A slight surprise is the breaking down of the Transport Tribunal into two divisions, one dealing with London fares and miscellaneous charges and the other with haulage appeals. This should be an advantage.

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 Components page 512

= NEXT WEEK ====

 Full Illustrated Report of Scottish Motor Show with details of bodywork and chassis changes.

Men Who Make Transport

Stanley

ALMOST, but not quite, Stanley Markland's lifetime is co-extensive with that of Leyland Motors. Leyland were born in 1896. Markland first saw the light somewhere about 1903. Seventeen years later he joined Leyland as a trade apprentice—a tough, though studious, apprentice; a combination of qualities which, I believe, go a long way towards answering the inevitable question: How did he do it? How did he become, among other things, managing director of Albion Motors, Ltd.?

Anyway, he was among the chosen few right at the start of his career: in 1921 he distinguished himself by taking the first engineering scholarship to be granted by the company. In those days few big concerns worried much about the technical education of their youthful employees. It was a case of learning by doing—in the shops at that. But Leyland have always been firmly convinced of the profitability of giving youngsters full opportunity for technical training. Nowadays every boy apprenticed to the company continues his general education by attending one day a week at the company's day continuation school, where later a technical bias is introduced into his studies. For twelve months he receives individual tuition in the use of machine and hand tools in the training centre before entering the works.

The training given to young Markland could hardly have been as comprehensive or scientifically devised as this. He began a long time ago. But at least what he received was inspiring enough to make him hunger for more, so that in characteristically energetic fashion he went out and got it.

That's precisely what he's like today. If he had said to me, when I met him in Leyland, something-like Cromwell is reputed to have said to the painter Lely: "Paint me,

Bird's Eye View

Controlled Slip on Icy Roads

EXPERIMENTS with a new system of automatic warning of slippery roads, which if it proves to be satisfactory will be installed more extensively on Swedish roads and highways, started recently at Ljungskile and its surrounding district, on the Swedish West Coast.

An instrument consisting of thermographs and hydrographs has been installed in the office of the Road Authorities at Ljungskile. When the temperature and humidity reach predetermined critical values, warning lamps give signals.

During the present experiments all observations made at Ljungskile are being forwarded to the Highway Authorities in Stockholm, where the material is being used for final adjustments of the system.

The system is planned to give automatic alarm to the road authorities in each district when there is danger of slippery roads, and where immediate sanding may be necessary to avoid accidents.

Housewife's Choice

- "WE have just commenced the manufacture of a new product that has captured the housewife's fancy," said a witness in a traffic court—almost as if it were top secret.
- "What is it?" inquired the Licensing Authority.

 "It's made from a composition that is used for the cone ends of rockets," was the reply.

Something else to throw, no doubt.

=By The Hawk=

Nobody's Choice

A N unopposed application to carry "vegetables, groceries, livestock and pigswill" was set down by a Licensing Authority for consideration at a public inquiry in the interests of the public health.

It was too much even for the applicant himself for he did not turn up to justify the selection.

Smoke Signals

W HILST driving peacefully around the North the other day, I spotted on the back of a lorry this sign: "Indian driver—smoke signals only."

Fortunately the driver of the vehicle—it was a diesel—did not seem to mean it literally.

Slow Sloggers

I S the large, slow-revving engine a thing of the past? I suppose it is, but after riding, a few days ago, in a Rolls-Royce of about 1910 vintage, I found cause to wonder. This particular car completed, in 1912, a London-Edinburgh run in top gear only. It later lapped Brooklands at 70 m.p.h.

This, I recall, was a 7-litre engine which developed its maximum power at around 1,800 r.p.m. Are they a thing of the past? Well, let's face it—one of the most popular 1961 diesel units can quite fairly be described as a slow slogger.

Replacement Plan

WANTED. Beer mats. Goodyear, for the use of. Fire recently destroyed the Goodyear sports pavilion and a fine collection of beer mats, and they are now rebuilding their collection. I'm going to enjoy helping this problem along!

Markland

warts and all " I would say straight away that he impressed me as one of the toughest, most down-to-earth industrial administrators it has ever been my lot to meet while writing

in this series or any other.

The word, be it noted, is "tough," though that is no wart on the character. I did not say ruthless (though that surely must be an integral part of the make-up of every top man in a highly competitive industry). I certainly did not say-and by no means meant-hectoring. In fact Stanley Markland does not present an impatient, overbearing front. On the contrary, he speaks quietly, though incisively, and through his homespun speech the west of his native Lancashire accent is comfortingly evident.

How then to describe him in a phrase? Here is one to which he will not, I think, take the slightest umbrage: a one hundred per cent. Lancashireman (yes, we even got to talking about the cotton industry, to which, I gather, he imputes little but good). If there are no flies on Stanley

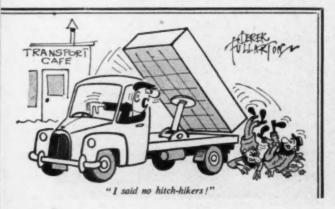
Markland there are no frills either.

After the engineering scholarship he joined the research division and at once his flair for research and invention was revealed. In 1937 he was a research engineer, in 1942 assistant chief engineer, in 1945 chief engineer. A year later he was a Leyland director and seven years after that he became works director.

He might describe his career in short, sharp sentences like those of my last paragraph-if, that is, he described it at all (for, though he takes no low view of his abilities and achievements, he was, I thought, remarkably loth to talk about them); but the skeleton outline of those years reveals nothing of his personal striving, which was hard and dour.

It is ironic that a man whose career is culminating in commercial-motor production should have made a brilliant name for himself in the sphere of engines of war. It was he who did the design and development work on tanks undertaken by the company. Though he worked on the parent design of the Cromwell, it was the Comet for which he is celebrated, and led to the award of the Order of the British Empire in the New Year's Honours of 1945. Under his regime the company made so sound a reputation for tank design and construction that to this day they are major producers of fighting vehicles. During the war the Americans, no laggards in production engineering, were glad to take him into their councils.

Immediately after the war, as chief engineer, he was an exponent of the larger diesel engine for bus and truck operation and created the Leyland range of post-war vehicles. The design of the initial series of underfloorengined buses was also developed under his supervision.





Lancastrian in Scotland-Mr. Stanley Markland.

All these activities have necessarily involved a great deal of travel, especially since Leyland have made such spectacular progress overseas-in South Africa, for instance, India and South America. But no move of his up to 1957 was watched with such curiosity, not to say criticism, as the one he made to Scotland and the managing-director's chair at Albion Motors. It isn't hard to imagine how strongly Scottish suspicions were aroused when Leyland Motors took over this hitherto wholly Scottish concern. What were they up to-did they intend to allow Albion to die a slow, if painless, death? Was this the Lancashire way of eliminating annoying competition; was Stanley Markland a Borgia of the motor industry with subtle poisons in his pouch? Scotland already charged that Scottish companies were being run down in favour of English ones.

But it didn't turn out like that. No sooner did he get to Scotland than he became more Scottish than the Scotsshort, I haven to add, of wearing the kilt. He was on Albion's side now. He would even stand up for Albion in his tough, uncompromising Lancastrian-Scottish way, against the serried ranks of Leyland Motors, Ltd.! Now his heart is to a large extent in the Highlands, where he likes to take salmon and trout from the peaty waters-torn between the delights of Glasgow and the joys of Sutherland and Caithness.

Disarmingly he attributes his progress-like many other North-countrymen who have succeeded-to hard work, with a modicum of good luck. (Some of them are astonishingly Victorian.) He might have added sound ability as well, and I would certainly add toughness and a formidable measure of combativeness.

When I telephoned Leyland Motors' London office about my appointment with Albion's managing director, they told me that he is often in Coventry nowadays, and why not see him there? Which reminded me that Standard-Triumph International was recently added to his responsibilities. So that after he outlined the steps which took him from an apprenticeship to the managing directorship of Albion Motors, I ventured to invite him to tell me something about his succession to the Coventry chair.

But Stanley Markland was saying nothing.

H.C.

Strike Threat Faces Haulage Pilot Scheme For Industry

FROM OUR INDUSTRIAL CORRESPONDENT

NEW labour troubles threatened to cause disruption in the road haulage industry IN this week. At the time of going to press, it appeared that even the men covered by the industry's Wages Council, whose affairs appeared to be settled, are not by any means reconciled to the outcome of their pay and conditions claim.

Under the terms of R.H.(72) they are to receive a three per cent, increase in wages and a two-hour cut in their basic working week, starting on January 1. This is roughly six weeks later than they would normally have expected the new terms to have come into force and represent a measure of wages pause restraint. A similar offer was subsequently made on behalf of British Road Services and rejected by the unions.

The unions approached the Road Haulage Association to see whether the new conditions could commence on November 13. They were turned down. They then decided to approach individual firms with the threat of guerilla strike action to back up their demands.

First of the unions to decide on official action was the Scottish Horse and Motormen's Association, who agreed to call out groups of their 7,000 members employed by 1,800 haulage firms in Scotland. Similar action is expected to be agreed on by the biggest union in the industry, Mr. Frank Cousins' Transport and General Workers

Their finance and general purposes committee were meeting in London today, when they were likely to give sanction for guerilla strikes in England and Wales. Action against British Road Services could not be ruled out,

New Advisory Committee Chairman Alex Samuels Moves to Covent Garden Authority



Mr. Alex Samuels.

CHAIRMAN of the London and Home Counties Traffic Advisory Commit-tee since 1948, Mr. Alex Samuels has now resigned this post, and has been succeeded as chairman by the Mayor of Lambeth, Councillor A. C. Dennis, who has been a member of the committee for nearly 10 years and since 1949 has been a member of Lambeth's public services committee, which is responsible for highways

Mr. Samuels, who has accepted the Minister of Transport's invitation to become his honorary adviser on London traffic management, told The Commercial Motor this week that the pressure of his work at the Ministry of Transport, and his recent acceptance of a position on the Covent Garden Authority (where he is the Minister's nominee) led him to decide that he could no longer give his duties as a Shoreditch Borough Councillor the attention they deserved. Since the Traffic Advisory Committee is composed of local authority representatives, his resignation from Shoreditch council leads automatically to his resignation from the Traffic Advisory Committee.

Mr. Samuels commented that although he will hold no special post in the new Covent Garden Authority, as the Minister of Transport's nominee and with considerable practical experience of dealing with London traffic problems, he hopes to be of greatest help to his colleagues in matters of transport and traffic.

In fact Mr. Samuels' inclusion in the membership of the Authority-which is intended to oversee the running of the market as well as the initial changeswill presumably satisfy those who have been pressing for transport representation

This new headquarters in Queen Street, Exeter, has recently been occupied by the Western and Southern National Omnibus Companies. National Known as National House, the four-stor-ey block houses the H.Q. administrative including sections, reservation chart, engineering, accounts and management offices. On the ground floor is a spacous public enquiry and booking hall.

Electrics?

N a discussion of the proposed "onceand-for-all" records for vehicles operating within a limited radius, a meeting of the Traders Road Transport Monday, considered the feasibility of initially introducing Association, Birmingham area. initially introducing a pilot scheme applicable to electric vehicles engaged on regular runs. One member pointed out that there were 30,000 electric vehicles in the country and that freeing the operator from the necessity to maintain log books would add half an hour a week to the useful operating time of each vehicle. The introduction of once-and-for-all records for all short-distance vehicles would be opposed by the trade unions.

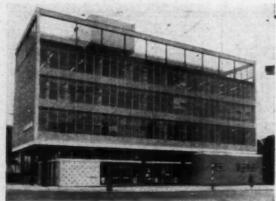
Guest speaker at the meeting, Chief Superintendent H. Palmer, officer in charge of the traffic and communications department, Birmingham City Police, said that commercial vehicle drivers should be given a monetary reward for an accident-free record over a period of 12 months.

General support was given for the provision of parking areas for commercial vehicles at the entrances to motorways, so as to permit drivers to check fuel levels, tyres and so on without causing congestion.

Long Routemasters In Service

THE entry into service of the first examples of the experimental 30-ft.long version of the Routemaster bus was feature of the twelfth stage of the London Transport trolleybus replacement programme, which came into effect on Wednesday. The new buses are operating on a former trolleybus route between Barnet and Moorgate.

Approximately 200 London trolleybuses now remain out of a total of almost 1,800 before the beginning of the replacement programme. As a result of the conversion of the routes in the Holborn and Moorgate areas, no trolleybuses now operate into central London and they have disappeared from virtually the whole area to the east of Golders Green and Finchley.



Sir Leonard Lord Retires

Mr. G. W. Harriman New B.M.C. Chairman

AT a board meeting of the British Motor Corporation on Tuesday, Sir Leonard Lord resigned the executive chairmanship of B.M.C.; he felt that on reaching the age of 65 it was fitting for him to take this step. Accepting his decision with great regret, the directors were pleased to announce that Sir Leonard had agreed to remain on the board as a non-executive director and to become vice-president of the Corporation. The president is Lord Nuffield.

At the same board meeting, Mr. G. W. Harriman, who for five years has been deputy chairman and managing director of B.M.C. was appointed chairman, and

remains managing director.

A champion of private enterprise, Sir Leonard has strongly influenced the development of the British motor industry over the past 40 years, especially in his capacity as a production engineer. He was a prime initiator of the merger of Nuffield and Austin in 1952, and it was largely due to his energy and foresight that B.M.C. production expanded from 276,758 vehicles in that year to 669,000 in 1960; present additions to capacity provide for a total of 1,000,000 units annually.

His association with the companies which eventually merged to become the B.M.C. started in 1921 when he joined the Hotchkiss Engine Co., acquired soon afterwards by William Morris, now Lord Nuffield. Leonard Lord's drive and talent led to his being given the task of reorganizing Wolseley Motors and, this successfully completed, he was made managing director of Morris Motors, Ltd., controlling also Wolseley and M.G.

ling also Wolseley and M.G.
In 1937, at the age of 40, he was appointed manager of the Nuffield Trust for Special Areas, putting his efforts into ambitious development schemes principally in South Wales and Northumber-



Sir Leonard Lord.

land. A year later he became works director of the Austin Motor Co., Ltd., and on the death of Lord Austin in 1941 he became deputy chairman, and in 1945 chairman of the board and managing director, of the Austin company. In 1952 came the Austin-Nuffield merger, and later in the same year Leonard Lord succeeded Lord Nuffield as chairman of the newly formed B.M.C. Two years later he received a knighthood for his services to industry, becoming a Knight Commander of the Order of the British Empire.

Mr. George William Harriman, who



Mr. G. W. Harriman.

succeeds Sir Leonard, has worked closely with him for many years. He began his engineering career at the Hotchkiss Works of Morris Motors in 1923, had become assistant works superintendent there by 1938 and in 1940 joined Austin as machine shop superintendent. He was appointed production manager four years later, and in 1945 general works manager and director.

In 1952 he became deputy managing director of B.M.C. Awarded an O.B.E. in 1943, Mr. Harriman received a C.B.E.

Tar Tankers Licensed for Oil

BITUMINOUS ROAD FACILITIES, LTD., road-spraying contractors, of Wilton, Wiltshire, successfully applied to the Western Licensing Authority, Mr. S. W. Nelson, at Bristol last week, to use seven vehicles (five tankers and two tippers) during the winter months for the haulage of semi-solid fuel oil and tarmacadam materials within a radius of 200 miles of their operating centre.

Making the application, Mr. T. D. Corpe said the tankers, which were specially equipped for tar spraying and were busy in the summer months, had not been licensed hitherto because they were classified as road-making machines (tar boilers used on the site). The sole reason for the application was to provide work for the vehicles during the winter months.

Supporting the application, a represen-

to use seven vehicles (five tankers and two
or the haulage of semi-solid fuel oil and
s of 200 miles of their operating centre.

tative of British Bituminous Emulsions,
Ltd., said they would use the vehicles
to haul their products (tarmacadam

It was also stated that the tankers would be used by the Shell-Mex company for the transportation of heavy fuel oil. Deliveries would be to non-rail-siding-connected destinations. The tippers would be used for carrying cut stone.

material) to quarries all over the country.

Answering Mr. George Mercer, for British Railways and British Road Services (who objected), the managing director of the applicant company said the semi-solid fuel oil required heating before use and the tankers were specially equipped for this.

Granting the application, Mr. Nelson said the conditions attached to two tankers (16T) would be that they carried solid fuel oil for Shell-Mex and B.P., Ltd., to non-rail-siding-connected destinations, from October to March inclusive; three tankers (15T 15C) bituminous products for British Bituminous Emulsions, Ltd., to non-rail-siding-connected destinations from October to March inclusive; two tippers (6T 18C) for bituminous products (cut stone) to non-rail-siding-connected destinations October to March.

- NO AMBIGUITY -

NO change has been made by the pronouncement last week by the Queen's Bench Divisional Court that a tractor unit and semi-trailer must, for driving licence purposes, be treated as a single vehicle.

The court were hearing appeals by Raymond Moscrop, a young driver, and his employer, Richard Wills, of Warwick Bridge, against convictions by the Carlisle justices, when it was alleged that Moscrop, then aged 18, was driving a 3-ton 19-cwt. articulated vehicle.

In the magistrates' court and during the appeal it was submitted

that the tractor was the only vehicle involved, and what was attached to it was a trailer, and therefore the "heavy motorcar" ban on drivers below the age of 21 did not apply. The court, dismissing the appeals, ruled that though built separately, articulated vehicles were one vehicle, and Moscrop was therefore under

Their decision has now removed any possible ambiguity so far as drivers' licences are concerned. But as regards carriers' licences, tractors and trailers are still considered to be separate units requiring separate licences.

Men In The News



At Midland Red's annual presentation of long-service awards in Birmingham October 25, three employees had each completed 50 years' service, while 23 had 40 years and 48 had 25 years with the company. Seen in the picture are (right to left) Mr. D. M. Sinclair, general manager of the company, Mr. John Spencer Wills, the company's chairman, and two of the recipients of the 50 years awards, Mr. J. C. Badham, Divisional traffic superintendent for the Black Country, and Mr. H. Roberts, a driver at the Hartshill garage. Mr. F. G. Andrews, traffic superintendent at Malvern, also qualified but was absent through illness.

Mr. R. E. Ansell has been appointed sales director of Henry Wiggin and Co., Ltd. Mr. C. Bowles is now sales manager, responsible to Mr. Ansell.

Mr. D. G. Booth has been appointed divisional general manager of the Industrial Hydraulic Division of the Plessey Co., Ltd., at Cheney Manor, Swindon.

Mr. A. A. Mehaffey, chief planning assistant to the passenger manager of the Ulster Transport Authority, has retired after 45 years' service in public trans-

Mr. N. J. Bennett has been appointed special overseas representative of the board of Tecalemit, Ltd. He will continue to be managing director of British Filters, Ltd.

Mr. C, E. Connell has been appointed resident representative in Inverness of Bowmaker, Ltd. He succeeds Mr. E. A. Fraser, who has relinquished his appointment as sub-manager because of ill

Mr. George Moir, transport manager of the Aberdeen Press and Journal group, Aberdeen, since 1950, has retired after 36 years' service. He joined as a driver in 1925, and became overseer 10 years later, and manager in 1950.

Mr. J. S. Gavin, who, as reported in this column last week, is to retire from the Tilling Group, remains a member of the Tilling Group Management Board and chairman of certain Tilling Group companies. He will not retire until late next year.

Mr. G. K. Martlew has relinquished his position as experimental engineer and joint inspection manager, Equipment (Thornycroft), Ltd., and has been appointed group project engineer, A.E.C., Ltd. He will be responsible to Mr. J. O. Bowley, director and general manager of A.E.C.

Mr. L. Maxton has joined the Patrick Motors Group as commercial sales manager. Patrick Motors are joint Austin commercial-vehicle distributors for the Birmingham area and are expanding their commercial-vehicle activities at their Redhill Garage, Redditch Road, King's Norton, Birmingham, 30. Mr. Maxton was formerly with Kennings, Ltd., Derby. New Rootes Plant

ON the eve of the Scottish Motor Show, Lord Rootes announced that, parallel with the new vehicle plant under construction at Linwood, Rootes will build a new factory to produce highpressure aluminium die-castings. This will cost £11m. and will employ about 500 people.

Trailer Plates

REGULATIONS as to the size of reflex lenses used in trailer plates will be relaxed as from December 1 this year. From that date three-quarters of an inch will be the minimum diameter for reflex lenses, which hitherto have had to be precisely that size. The new regula-tion is The Motor Vehicles (Construction and Use) (Amendment) (No. 4) Regulations, 1961, obtainable from H.M.S.O. price 3d.

Price Reduced

WITH effect from today the retail price of all Clayton Dewandre Mot-A-Vac lightweight, vacuum servo kits is reduced by £2 to £12 10s. and the fitting charge has been changed from £3 to "approxi-Kits are available for the mately £3." following light commercial vehicles: Land-Rover 109, Standard Atlas and Commer Cob (Series 1 and 2).

The Mot-A-Vac works on the suspended-vacuum principle and, because it appreciably reduces brake-pedal effort, is of value on vans working stop-start

services.

Obituary

WE regret to record the deaths of Mr. F. Berriman, Col. R. T. Hartmann, Mr. J. M. Hope, Mr. H. J. Taylor, Mr. A. S. Ward and Mr. F. Wardell. Mr. Berriman, who was 60, was a

haulage contractor at Pickering, Yorks. Col. Hartmann, who was managing director of Materials Handling Equipment (G.B.), Ltd., pioneered the introduction of fork-lift trucks into Britain.

Mr. Hope died at Berwick, Northumberland, where for many years he was a haulage contractor.

Mr. Taylor was managing director of Taylor's Removals, Ltd., Newport, Monmouthshire.

Mr. Ward founded A. S. Ward, Ltd., Birmingham, and was for many years a member of the Road Haulage Association area committee and of the national council. .

Mr. Wardell, who was 63, was chairman and managing director of F. Wardell, Ltd., the Warrington haulage firm which he founded in 1940.

Contracts Municipal

Worthing Waterworks Committee is to invite nders for the supply of a half-ton pick-up

vehicle.

West Bromwich Highway and Sewerage Committee is to order from Rootes, Ltd., a 1.000-gallon gully-cesspool emptier at a cost of £2,931.

gully-cesspool emptier at a cost of £2,931.

Redditch Public Works and Sewerase Committee is to consider the replacement of its road sweeper vehicle and the surveyor is to arrange early demonstrations of new machines.

Lancashire County Health Committee has accepted a tender of Holmes (Preston), Ltd., for the building of 45 ambulance bodies on Bedford J. pormal-control chassis and has invited tenders by public advertisement for the building of five-ambulance bodies on Bedford J.1 chassis converted to forward control.

Insuled Portion

to forward control.

Igawich Paving and Lighting Committee recommends acceptance of the £931 tender of Glover, Webb and Liversedge, Ltd., for three salvage trailers, and the £2,874 tender of Egertons, Ltd., for three 3-ton Bedford 143-in, wheelbase normal-control tipping forries. The committee also recommends acceptance of the £7,048 tender of McNamara Motors, Ltd., for three Kartier dual-tip refuse collection vehicles, the £285 tender of Lock and Stagg. Ltd., for one Morris Mini-Van and the £464 tender of Harbourer Construction Co., Ltd, for a Harbilt pedestrian-operated electric truck.

Sheffeld Public Works Committee has approved the purchase of three 3-ton Bedford tipper vehicles. from Bentley Bros. (Sheffield), Ltd., for £3.181, and a 10/12-cwt. Austin van at £497, and a A35 Austin van at £373, from Alec Jepson, Ltd.
Northambertand County Council have accepted the following tenders: Charles G. S. Buist, Ltd., 10 Morris tipping wagons, £21,249; Murray and Charleton, Ltd., Austin tipping wagon, £1,840; Adams and Gibbon, Ltd., Bedford gully emptic; £2,078; and William Bunce and Son, two trailer gully emptiers, £1,250.

Durham County Highways and Bridges Committee

gully emptiers. £1,250.

Durham County Highways and Bridges Committee has accepted the £1,530 tender of Atkinsons Agricultural Appliances, Ltd., Clitheroe, for two 5-ton diesel-engined independent gritter bodies; the £3,481 tender of Johnston Bros. (Engineering). Ltd., Dorking, for a suction road sweeper vehicle and the £8,125 tender of Holland Motors, Ltd., Southport, for eight 5-ton diesel-engined wagons. The committee has also accepted the £2,050 tender of the Liner Concrete Machinery Co., Ltd., Gateshead, for six Roughrider light dumper wagons: the £517 tender of the Phoenix Engineering Co., Ltd., Chard. for a self-propelled, power-operated cold emulsion sprayer, and the tender of The Minories Garages, Ltd., Darlington, for the supply of one Commer 30-cwt. diesel-engined van at £844, and two 1,000-gallon capacity mechanical gully emptiers at £5,047.

Forty Drivers Fined

MORE than 40 goods vehicle drivers were fined a total of £100 at Southampton Borough magistrates' court on Tuesday following an all-day check by seven traffic examiners at Bassett Avenue, Southampton, on June 8.

Six drivers were summoned for failing to produce a current journey record, and 35 for failing to keep a record. All but five of the drivers were each fined £3 with 10s. 6d. costs. Summonses against three drivers were adjourned.

One driver, who claimed that the forms supplied by his employers did not provide spaces for times of arrival and departure. was granted an absolute discharge on payment of 10s. 6d. costs. Another driver of German nationality who told the examiner he did not understand how to complete the record very well was fined only £1, but his employer was fined £3.

Long Loads Problem

THE problem of increasing lengths of structures to be carried and the need for newer types of vehicles to handle them, figured again in the Scottish Licensing Authority area last Friday. This resulted in a grant of two articulated units of 71 tons and two trailers of 6 tons to John Alexander and Sons, Ltd., Coatbridge. Against these, the firm gave up two six-wheelers of 10 tons.

Mr. Andrew Alexander, director, said that the new vehicles were virtually similar in carrying capacity to those being given up. The sole reason for the change was to provide the types of vehicle needed for longer lengths of structural steel.

They had had structures returned damaged and these had had to be made, good at their expense, solely because of transport insufficiencies.

British Railways sought to show that the applicants would increase their carrying capacity, but Mr. W. F. Quin, the Scottish Licensing Authority, ruled that there was little in the question of comparative capacities and allowed the application.

PROVINCIAL PAY CLAIM

PAY claims for 177,000 provincial busmen were planned on Tuesday at a T.G.W.U. meeting in London, when employees' representatives from municipal and private undertakings agreed to lodge an immediate request for wage increases. Increases of 11s. a week were awarded to provincial busmen earlier this year, but since then the T.G.W.U, has made claims for at least 36s. a week for 39,000 London Transport workers.

LONGER LIVING VANS

A n increase in the maximum permissible length for showmen's living vans from 22 ft. to 30 ft. is an amendment in proposals issued by the Ministry of Transport for consideration by interested parties. Another amendment to the Motor Vehicles (Authorization of Special Type) General Order, 1955, would permit highway authorities to operate modern types of trailer grass-cutters. Any comments should be submitted to the Ministry by December 22, 1961.

This Leyland Super Comet Luton van has Comet Luton van nas recently gone into service with Stylo Shoes, Ltd., of Leeds. Bodywork is by Westgate Motors (Wakefield) Ltd.



New Companies

Lawton Transporters (Cheshire), Ltd. Cap. £3,600. Dirs.: J. L. Chadwick, Hall o' the Lee Farm, Lawton, Nr. Kidsgrove, Stoke on Trent; A. Amos, 9 Bullocks House Road, Harriscahead, Stoke on Trent. Sec.: D. J. Bryan, Res. office: Hall o' the Lee Farm, Lawton, Nr. Kidsgrove, Stoke on Trent. Sec.: D. J. Bryan, Res. office: Hall o' the Lee Farm, Lawton, Nr. Kidsgrove, Stoke on Trent. Castle Bros. Transport Developments, Ltd. Cap. £100,000. Dirs.: Joseph Castle, "Vaynol Gate," Rooms Lane, Morley, Nr. Leeds, S. Castle, 247 Elland Road, Leeds, II. John Castle, 18 Park Avenue, Leeds, S. Sec.: Joseph Castle, Reg. office: 247 Elland Road, Leeds, II. Cap. £4,000. Subs.: R. Kemp and E. J. Colwill of II Springfield Road, Newquay, Cornwall, Dir. R. Kemp. Thameside Commercials. Ltd. Cap. £4,000. Dirs.: R. Haigh, 107 Elmburs Drive, Hornchurch, Essex, A. J. Gough, 14 Elsenham Crescent, Basildon, Essex, Sec.: R. Haigh, Reg. office: 107 Elmburs Drive, Hornchurch, Essex, Taylor-Payne Transport, Ltd. Cap. £1,000. Subs.: G. Davis and J. Mills, 8 Bolton Street, London, W.I. H. A. Green (Carriers), Ltd. Cap. £10,000. Dirs.; F. M. Green and D. H. Green, 28 Sec. Vinc.

Subs.: G. Davis and J. Mills, & Bolton Street, London, W.I. H. A. Green (Carriers). Ltd. Cap. £10,000. Dirs.: F. M. Green and D. H. Green, 35 Sea View Road, Parkstone, Poole. Dorset: M. E. Broadhurst. 6 Decies Road, Parkstone, Poole, Dorset. Sec. F. M. Green. Res. office: 35 Sea View Road, Parkstone, Poole, Dorset. Science: 35 Sea View Road, Parkstone, Poole, Dorset. Science: 35 Sea View Road, Parkstone, Poole, Dorset. Science: 36 Sea View Road, Sheldon, Soilhull. Sec.: A. M. Talbot. Reg. office: 305 Stratford Road, Birmingham. II. D. A. Winsor (Cartage), Ltd. Cap. £1,000, Dirs.: D. A. Winsor and M. F. Winsor, The Homestead, Chipping, Nr. Bumingford, Herts. Sec.: M. F. Winsor. Reg. office: 143 Fleet Street, London, E.C.4.

E.C.4.

S. Ennor, Ltd. Cap. £100. Dirs.: S. Ennor and J. R. Ennor, 45 Pinetree Hill, Pyrford, Woking. Sec.: G. G. F. Bone. Reg. office: Fairfield House, Fairfield Avenue, Staines.
Contract Carriers, Ltd. Cap. £300. Dirs.: P. W. Davis, 21 Belfield Road, Pembury, Kent. J. Griffichs, Mandalay, Lucknow Road, Paddock Wood; V. C. Wood. Sec.: J. Davis. Reg. office: Autoglen Transport, Ltd. Cap. £100. Subs.: D. M. Graeme and P. Gräeme, 61 Fairview Avenue, Gillingham, Kent. Sec.: D. M. Græeme.

Astoficid Transport, Ltd. Cap. £100. Subs.:
D. M. Graeme and P. Graeme, 61 Fairyiew Avenue, Gillingham, Kent. Sec.: D. M. Graeme.
Clandane Transport, Ltd. Cap. £100. Subs.:
D. M. Graeme and P. Graeme, 61 Fairyiew Avenue, Gillingham, Kent. Sec.: D. M. Graeme.
Elvadon Transport, Ltd. Cap. £100. Subs.:
D. M. Graeme and P. Graeme, 61 Fairyiew Avenue, Gillingham, Kent. Sec.: D. M. Graeme.
G. Turner Transport, Ltd. Cap. £500. Subs.:
D. M. Graeme and P. Graeme, 61 Fairyiew Avenue, Gillingham, Kent. Sec.: D. M. Graeme.
Adams and P. Graeme, 61 Fairyiew Avenue, Gillingham, Kent. Sec.: D. M. Graeme, Subs.:
Adams, 12 Norbury Rise, London, Subs.:
S.W.16; A. F. B. Young, 279 Coulsdon Road, Old Coulsdon. Sec.: T. B. Adams, Reg. office 69 London Road, West Croydon.
Sunnyside Haulage Co., Ltd. Cap. £1,000, Dirs.:
N. Dowding, 116 Downy Street, Accrington; P. R. Holt, 1 Albert Street, Whitworth, Rochdale. Sec.;
N. Dowding, 116 Downy Street, Accrington.
A. J. Barrington Transport, Ltd. Cap. £1,000.

Hales and Sons (Transport, Ltd. Cap. £100. Dirs.: A. G. Hales, D. A. Hales, A. R. Hales and S. T. Hales, 263 Allenby Road, Southall, Middx. Sec.: D. A. Hales, Reg. office: 263A Allenby Road, Southall, Middx.

Car and Commercial Contracts, Ltd. Cap. £100. ubs. R. R. Billingham, 32 St. Peters Street, edford; D. Cottage, 48 Fortescue Road, Edgware, Middx

Car and Commercial Rentals, Ltd. Cap. 100. Subs.; R. R. Billingham, 32 St. Peters Street, Bedford: D. Cottage, 48 Fortescue Road, Edgware,

Heath and Wiltsbire Contracts, Ltd., Cap. £100. Subs.; R. R. Billingham, 32 St. Peters Street, Bedford; D. Cottage, 48 Fortescue Road, Edgware,

Roydonfan Coaches, Ltd. Csp. £100. Dirs.: R. F. Brazier. I Roydon Gardens, Roydon; H. J. Brazier and E. M. Brazier. High Street, Roydon, nr. Harlow; W. Finch, Sec.; E. M. Brazier. Reg. office: High Street, Roydon, nr. Harlow.

Survival

-by Dr. Beeching

"WE mean to survive by getting more and more of that business which we can handle best" declared the new railway chief, Dr. Richard Beeching, in his present capacity as chairman of the British Transport Commission. The occasion was the anniversary luncheon of the Institute of Transport held in London on Tuesday.

The transport industry had never moved very far away from the condition of excess capacity and blind competition, claimed Dr. Beeching. An explanation of this failure to develop the industry in an orderly manner, he suggested, was the failure to collect the knowledge without which sensible co-ordination was impossible. If each form of transport were to be developed so as to have sufficient but not excess capacity to handle those traffics which it was best suited to handle it was first necessary to know, in terms of quality of service and costs, the particular advantages of the several forms of transport. Additionally, it was necessary to learn of the national pattern of transport requirements in terms of the characteristics which determine relative suitability of traffics.

British Railways were determined to equip themselves with such knowledge so as to lay the foundation for more sensible and effective competition.

The Transport Bill

-Greatest Shake-up Since

THE greatest shake-up of state transport since denationalization is the purpose of Mr. Ernest Marples' Transport Bill, published last week, which will receive its second reading in the House of Commons before Christmas. The Bill proposes to dismantle the British Transport Commission and set up five new Boards to run its component activities, as forecast by the Government's White Paper last December. These Boards will control the railways, London Transport, docks, the inland waterways and-grouped together in a Holding Company-British Road Services, the Tilling bus group, the Commission's rail-inherited interest in B.E.T. bus companies, and all the rest of the Commission's present activities.

January 1, 1963, is the aim for vesting day for the new set-up, which will have the Minister of Transport as its overlord.

The B.T.C. is written off as too big and too unwieldy. But its money losses are almost entirely the losses of the railways, and the main purpose of the Bill is to have them substantially on their feet again by 1968.

Until that happens, the Government is prepared to loan or grant them up to £450 m. in five years—and the only other undertaking to be offered any help will be the canals, who can have up to £10 m.

The financial plight of the railways has deteriorated since the 1960 White Paper laving down reorganization plans. deficit in 1959 was £84 m. In 1960 it was £112.7 m. Traffic receipts continue to decline—the 1961 total is expected to be nearly one per cent. lower than last The railways' operating loss is running at the rate of £80 m. a year. Ministers make no secret of the seriousness of the situation.

For Railways

The proposals for the railways are: (1) To set up a central board to grapple with this serious plight, and at the same to run the nation's railways (2) To set up six regional efficiently. boards, with powers to run their own affairs and to fix their own fares and charges free from outside control. (3) To release the railways from statutory obligations to provide certain services to traders and others, and to act as common carriers. (4) To allow them to develop or capitalize on their property and land where advisable, and (5) to make it easier to bring about a system of the right size and shape-in other words to streamline the closure procedure for branch rail

Financially, the railways will have roughly one-quarter of their accumulated losses written off-about £475 m. This figure has risen considerably over the White Paper estimate, because of the continued losses. A further £700 m., or so, will be regarded as a very doubtful debt to be placed in suspense and which will carry no immediate obligation for interest payment. This will leave an unspecified amount-larger than £400 m.-as a

capital debt incurred mainly through modernization, on which interest will have to be paid.

The railways, and indeed all the boards, will have maximum freedom to fix charges. But the London area, where a monopoly exists, will be an exception to this rule. Nonetheless, even in this area, there is provision for increases of up to 10 per cent. in railway and bus fares at a time of emergency, provided authority is sought soon afterward from the Transport Tribunal

Only Change

The only change of any substance between the proposals in last year's White Paper and the provisions of the Transport Bill is that railway hotels will be controlled by the new British Railways Board and not the Holding Company.

Dr. Richard Beeching, present head of the B.T.C. and chairman-designate of British Railways, has meanwhile begun a series of far-reaching and fundamental researches. They deal with present and future costs and traffic patterns over the whole range of state transport. The important thing the railways must discover is what makes money and what loses it.

Both in London and the provinces, the railways must give advance notice to the public of plans to discontinue passenger or goods services, states the Bill. They shall have powers to carry on ancillary services, such as the provision of shipping and road services now being provided under the Commission.

The Boards

The Central Board shall have a chairman and 11-18 other members, appointed by the Minister, while the Regional Boards shall comprise an unspecified number of members who, with their chairmen, will be appointed by the Central Board.

The borrowing powers of the Board shall not exceed £1,100 m. in the ordinary sense, and £1,400 m. under special additional powers of the Minister. This sum must include the amount of the commencing capital debt.

The Transport Tribunal will now only have restrictive powers in the London All charges schemes will be abolished under the new Act, and local enactments will cease to apply to regional boards, who, like other boards except London Transport, "shall have power to make such charges for their services and facilities . . . as they think

The Bill provides for the number of members of the Tribunal to be increased from three to five. One of the additional members must have transport experience, the other experience of financial matters or economics.

It is laid down that the Tribunal shall sit in two divisions, one dealing with haulage appeals (the Road Haulage Appeals Division), and the other with London fares and other miscellaneous charges.

The Appeals Division, states the Bill, shall consist of the president, one member experienced in transport business and one in commercial affairs.

In the Tenth Schedule to the Bill, it is laid down that the president of the Tribunal shall retire when he is 72 years old; he can be retained for three years after that, if invited to do so. The present president, Sir Hubert Hull, is 74.

Holding Company

Regarding the Holding Company, into which British Road Services and the Tilling Group will go, one of its most interesting obligations is contained in the following sub-section of clause 29 of the Bill: "The Holding Company's surpluses may with the consent of the Minister, given with the approval of the Treasury, be retained for the purposes of the conduct of their business and, except so far as they are so retained, shall be paid over to the Minister and be paid by him into the Exchequer. And so much of the sums

paid into the Exchequer as is of a ital nature shall be issued out of the onsolidated Fund at such times as the Treasury may direct, and shall be applied by the Treasury in the redemption or paying off debt of such description as the Treasury think fit."

In other words, unwanted surpluses, if any, could during the first five years find their way into railway funds. But only in the same way that taxes on motorists go into the general taxation pool and are reissued to pay for, say, schools. Income is not earmarked for specific expenditure.

Annual Report

The Holding Company will consist of a chairman and not more than 12 other directors, appointed by the Minister. will make an annual report, and the Minister will lay this and the relevant accounts before Parliament. The prime object of all the separate companies, guided by their boards, will be to make money as a private enterprise does.

FROM OUR POLITICAL CORRESPONDENT

Denationalization

Innovation

One innovation in this respect is that the London Transport Board will be able to hire out surplus buses for use even in distant areas. But the Board must not possess more buses than are needed to fulfil its obligations as a provider of public services. Another provision makes a small breach in the London bus monopoly. For many years London Transport has been able to veto applications by other operators to run stage or express services in the area. If this part of the Bill is passed, such operators will have the right to appeal to the Metropolitan Traffic Commissioner. Either side can eventually go to the Transport Minister.

Trunk Pipelines

Among other interesting provisions of the Bill is a look ahead at the future of trunk pipelines, which Mr. Marples regards as a tremendous new field of expansion. All boards will be able to provide and operate pipelines on their land—and in the case of railways and canals this may well give them a flying start in this new field.

Not only the railways will be able to develop their property assets. All boards will have the maximum incentive to lease or sell land not required for their own purpose. Space above railway sidings may prove a valuable source of leasehold income to the railways, working in conjunction with the property development empires, or they may decide to go into business in this way themselves.

To Sit on Top

Provision is made for Mr. Marples or his successor to sit on top of this whole transport complex, controlling co-ordination, capital expenditure and general lines of development. He will be assisted by an advisory council, comprising his chairmen of boards and others.

I understand the Minister does not regard this as an extra burden upon him, as he feels he will at all times be dealing with the experts direct, and he hopes that delays in decision-making will be cut down because he will receive the right advice, from the right man, immediately.

The Central and Area Transport Users Consultative Committees will have some slight changes in their functions. These committees will have powers to consider "certain matters" affecting services and facilities provided by any of the boards and make recommendations to the Minister.

Important Function

One important function of the Committees will be to consider objections from users to passenger service closures. In such cases, closures cannot be carried out until the Minister has considered the Committee's report and given his consent, to which he may make modifications.

If a political decision is taken to keep a railway line open for social or other reasons, it will be for Dr. Beeching to go to the Minister and request a revision of his financial target in this particular region. In places where many closures are economically necessary, it is conceivable that the "target" may in fact be a loss.

Main Object

Mr. Marples' main object is to remove from the whole system of state transport any suggestion of political dogma and instil into it clear-headed business thinking. I understand it is not his purpose to make the railways pay at the expense of directing traffic from elsewhere. The railways—the core of the problem—must have mid-20th-century management and mid-20th-century techniques.

The Bill, a monumental piece of legislation, has 142 pages, 91 clauses and 11 schedules. It will be bitterly contested by the Opposition, particularly in its middle and latter stages in the Commons. Although it has a flying start, it will need all the time it can get to pass through both Houses and become law.

Micrograms

New Premises: Polypenco, Ltd., have taken over new offices at Gate House, Fretherne Road, Welwyn Garden City.

A Towering Age: Grimsby's 29-year-old tower wagon has been bought by the Lincolnshire Vintage Vehicle Society.

Buses for Trams: Motor buses replaced trams on another Blackpool route last week, leaving the resort with only two tram routes.

Reflector Plan: The A.A. of South Africa has recommended that the use of retroreflectors should be made compulsory throughout the country.

Hanomag Output: The Hanover (West Germany) firm, Rheinstahl-Hanomag AG, produced some 13,000, road goods vehicles in the year ended September 30 last.

Drivers' Protest: Glasgow officials of the Transport and General Workers' Union have complained that there are too many bus stops and not enough time for drivers to get from one terminus to another.

Fifty-eight Drivers Entered: All 58 C.W.S. bakery division van drivers in the North Lincolnshire area are being entered for this year's national safe driving competition organized by the Royal Society for the Prevention of Accidents.

Iraq Wants Diesels: The municipality of Mosul, Iraq, calls for tenders for 25 single-decker diesel buses with left-hand drive, offers to be in by December 20. Tender forms are obtainable from The Accountant of the Directorate of Mosul Passenger Transport Service, Mosul, Iraq.

Shipping Service: Anglo-Irish Transport, Ltd., who will inaugurate a Londonderry-Preston container shipping service next January, may have to charter a second vessel because of the volume of support assured for the service. At first there will be a twice-weekly run, but the frequency may be increased.

Austrian Backing: The Austrian Federal Chamber of Commerce has informed the International Chamber of Commerce in Paris that the principles of a common transport policy laid down in the recently published draft of the Common Market Commission are completely in accord with Austrian transport policy.

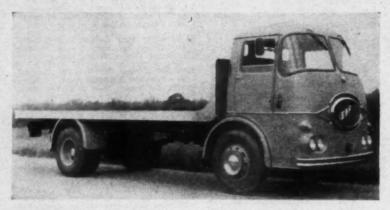
Overloading Rampant

FOLLOWING complaints that goods vehicles were being overloaded, a motor weighing section has been set up as part of the Lancashire County weights and measures department. A department report says that, although the new section had not been fully operational, results have so far shown that overloading is far more rampant and widespread than was at first conceived.

Thermo King refrigeration equipment is used in this tractor and trailer outfit operated by Stie's Thermo - Transport of Oslo for the transport of frozen foods. The sixwheeled tractor unit is a Scania - Vabis LF7550. Both bodies are fully insulated with two layers of 50 mm Isopor.



New E.R.F. Four-wheeler



A S revealed in last week's issue, E.R.F., Ltd., have introduced a new fourwheeler, model 64P, powered by the Perkins 6.354 engine. When equipped with 10.00-20 (14-ply) tyres it is suitable to operate at a gross laden weight of 14 tons, although it is also being offered in 13-ton-gross form, equipped with 9.00-20 (14-ply) tyres.

The 6.354 engine is a direct-injection six-cylinder diesel unit of 5.8 litres. Maximum power output is 112 b.h.p. at 2,800 r.p.m. and maximum torque 254 lb.-ft. at 1,450 r.p.m. A Borg and Beck 13AS single-plate clutch transmits the drive to the unit-mounted David Brown 552/3 fivespeed constant-mesh gearbox. This has ratios of 6.51, 3.627, 2.391, 1.575 and 1 to 1, with 6.74-to-1 reverse.

A two-piece propeller shaft is used, the front portion having a Layrub joint whilst that to the rear of the flexibly mounted centre bearing has Hardy Spicer 1510series joints. An Eaton 16802 two-speed rear axle is fitted, the ratios given being 6.5 and 8.87 to 1.

The frame is of the special design previously used on the lighter E.R.F. four-wheelers. The level of the top flange of the side members rearwards of the cab is relatively high, being 3 ft. 4 in, from the ground with the vehicle in laden condition. This eliminates the need for body underframe runners and permits the mounting of the rear springs directly under the web of each side member.

The depth of the side members is 8 in. over the rear axle, but the lower flange gradually falls from a point roughly at mid-wheelbase towards the plane of the front axle, so that the frame depth immediately behind the cab is over 12 in., giving ample resistance to the bending stresses which are inevitably most severe in this area. The top flange is swept downwards in the region of the engine to give better accessibility. The front springs are 3½ in. wide and 4 ft. long, the rear ones being the same width and 4 ft, 9 in.

Marles cam and double roller steering is fitted, the ratio being 28.5 to 1 and the steering wheel diameter 21 in. original specification for the new model ealled for Hydrovac braking, but an air-hydraulic Airpak system has since been adopted. The brake assemblies are of the two-leading-shoe type, 15} in. diameter and 41 in. wide on the front axle, the corresponding dimensions for the rear axle being 15½ in. dia. and 7 in.

Twelve-volt electrical equipment is fitted, with a 135-amp.-hr. battery and paired sealed-beam headlamps. is of the current standard E.R.F. design and is also offered in an alloy and glassfibre version, giving a weight saving of approximately 2 cwt., at extra charge. The fuel tank holds 32 gallons.

The standard model has a wheelbase of 14 ft. 7 in. and allows for platform bodywork with an inside length of 20 ft., the actual length from back of the cab to end of frame being 7 in. more than this. Overall length is 25 ft. 11% in. when the optional front bumper is fitted.

The 64P is also available in a version intended for tipper work with a wheel-base of 11 ft. 2 in. Two types of tipping gear are standardized, with either a single ram mounted directly behind the cab or twin rams under the body.

Fife Take-over

BY taking over the 21 lorries which formerly belonged to Muir's Transport, Cupar, Mr. M. B. Danskin, of Strathkinness, near St. Andrews, last week became one of the biggest independent haulage contract operators in Scotland. "It brings my total of lorries to between 80 and 90," said Mr. Danskin, who added that the deal would not affect the staff.

Mr. Andrew Muir, who had previously disposed of this side of his business to the Wine Group, in Bristol, is unaffected by the take-over. He continues with his other interests from his office in Bonnygate.

Mr. Danskin continues to have his head offices in Strathkinness.

OBJECTION OVERRULED

DESPITE opposition by British Railways, Jennings Transport, Ltd., Fox Road, Bristol, who operate four vehicles on public A licence, mainly for the carriage of meat, successfully applied to the Western Licensing Authority, Mr. S. W. Nelson, at Bristol last week to acquire a further six-ton articulated unit.

Oldham Express Services Battle

THE battle to operate joint express services throughout the year between Oldham and Fleetwood was taken a stage further at Blackpool last week, by the prospective joint operators-Ribble Motor Services, Lancashire United Transport, Ltd., the North Western Car Co., Ltd., Yelloway Motor Services, and W. C. Standerwick, Ltd.

Initially the application had been heard on July 18 when more than 30 members of the public supported it. The service was to be operated via Shaw. Rochdale, Bacup, Blackburn, Acrington, Lytham, Blackpool and Cleveleys. Motor Services already operated a service between Oldham and the Bloomfield Road Coach Station, Blackpool.

Opposition

The proposals were opposed by Ellen Smith (Tours), Ltd., B. Barnes and Sons, Ltd., and British Railways.

Mr. H. Allen, manager of Yelloways, said their existing services from Oldham would be slightly amended and certain sections would be incorporated in the new Fleetwood-Oldham route. All the operators concerned have been travelling over the various routes for many years. He produced a table giving comparative road and rail fares from Fleetwood to Oldham

The chairman of the North Western Traffic Commissioners, Mr. F. Williamson, said the five joint operators would be allowed to run the service between Fleetwood and Oldham only during the summer. He did not feel it was necessary in the winter.

To Be Reviewed

Smiths and Barnes would be permitted to link Blackpool and Fleetwood and Blackpool and Cleveleys, but the rest of their applications would be refused. After operating the Blackpool and Cleveleys link for a year it must be formally reviewed to see what the results had

Forthcoming Events

November 19-18.—Scottish Show, Kelvin Hall. Glasgow, November 13-16.—National Maintenance Con-ference and Exhibition, Central Hall. ference and Westminster.

February 22-March 4.—Amsterdam Show.
April 7-8.—National Coach Rally, Blackpool,
April 30-May S.—F.1.S.1.T.A. Ninth Internationa
Automotive Technical Congress, Church House
Westminster.

5-6.—8th British Coach Raily, Brighton. 8-18.—Mechanical Handling Exhibition, Earls

May 15-17,-Public Transport Association Con-May 29-June 1.—Institute of Transport Congress, Cardiff.

September 21-29.—Commercial Motor Show, Earls Court.

October 15-17.—Road Haulage Association Con-ference, Bournemouth

October 15-17.—Road Haulage Association Conference, Bournemouth.

October 17-27.—Earls Court Motor Show.
Following are the provisional dates of Continental shows for 1962: Copenhagen.—March 7-11; Geneva—March 19-25; Paris—October 4-14; Turin—October 31-November 11.

Mixture Largely as Before in New Road Traffic Bill

FROM OUR POLITICAL CORRESPONDENT

A CLAUSE recognizing hovercraft as vehicles which might cause danger on the roads has given a new look to Mr. Marples' Road Traffic Bill on its resubmission to Parliament. Basically the mixture as before, the Bill has two notable additions: (a) the classification of hovercraft and (b) a clause designed to make it easier for foreign goods vehicles to be brought temporarily into Britain. It retains the controversial clause calling for disqualification of a driver convicted thrice in three years. This was bitterly opposed last year.

If the Bill is passed, hovercraft now being built for use on muddy building sites, etc., will be subject to those parts of the Road Traffic and Road Lighting Acts and Regulations which apply to motor vehicles. They will, in effect, be barred from the roads unless special authorization is obtained from the Minister.

I understand Mr. Marples wishes to keep these new vehicles under control until the need for specific legislation arises. But in remoter areas, it should not be too difficult to obtain authorization for road travel, if needed.

Continental Vehicles

Regarding goods vehicles brought temporarily into Britain, the Bill proposes to modify the regulations, so as to exempt them from the licensing requirements under Part IV of the 1960 Road Traffic Act. But this will be subject to conditions, for example the keeping of drivers' records. At the moment, many Continental trailers are hooked up to British vehicles on arrival. But in other cases, compliance with our laws often involves a carrier in hold-ups while the necessary hearings for A and B licences are held.

Even C-licensed vehicles are subject to the full appropriate conditions while here, and where exemptions are granted to whole classes of vehicles, it is felt they are too unconditional. The new proposals aim to ease this situation on both sides. Exactly what checks will be needed apart from the keeping of records should be made clear soon.

For the rest, the Bill is substantially the same as that which came from the Lords last session but was crowded out of the Commons timetable. It retains the powers for chemical tests of blood, breath or urine for drivers accused of driving under the influence of drink or drugs, and places upon defendants the consequences of "unreasonable" refusal of such tests.

Obligatory disqualifications are now extended to include a conviction for dangerous driving following a previous conviction for causing death by dangerous driving. Discretionary disqualifications have been extended to include failure to comply with the direction of a policeman controlling traffic.

Longer Disqualification

The Bill also widens the consequences of "taking and driving away without consent" to include accomplices involved. And it is proposed to approximately double the time needed before a person can apply for removal of a disqualification.

Other minor additions include a proposal to give local authorities between the boundaries of the Metropolitan Traffic Area and the London Passenger Transport Area the rights of representation before the Metropolitan Traffic Commissioner about road service licences. At present these representations are only heard by grace.



Inspired by the success of European light commercial vehicles in the U.S.A., American manufacturers have not only produced similar models for their own market but are now exporting to several European countries. One of these is the Ford Econoline with a front-mounted 2.35-litre six-cylinder 85 b.h.p. engine (derived from the Falcon compact car). This drives through an 8½-in. clutch and three-speed gearbox, the latter with steering-column control. Wheelbase is 7 ft. 6 in., and gross laden weight 3,600 lb. Rear and side loading doors (49 in. wide) are fitted on the van, which costs around £650 on the U.S. market. Pick-up and 8-seater bus versions are made on the same basic chassis.

To recap on disqualifications, the Bill proposes obligatory bans for at least 12 months for the six most serious driving offences: Manslaughter, causing death by dangerous driving, dangerous driving, etc., within three years of a previous conviction (or a conviction for causing death by dangerous driving), driving under the influence of drink or drugs, racing, etc., under section 7 of the principal Act, and driving while disqualified.

Bans for any period a court think fit can be imposed for a further 25 offences, ranging from dangerous driving to vehicle theft, and including speeding and dangerous loads. In all obligatory cases, the courts can vary or not apply the disqualifications in the light of "special reasons," which must be stated in open court.

And, of course, other penalties, particularly fines, are stiffened throughout the whole range of offences. This aspect is one of the most important factors giving "teeth" to the Bill, and earning it the secondary title of "Road Safety Bill."

T.R.T.A. Comments

Mr. H. R. Featherstone, national secretary of the Traders Road Transport Association, said on Monday that the provisions regarding disqualification remain the same, despite the strenuous opposition which was voiced in the House of Lords when the previous version of the Bill was under consideration last session. He added: "This means that a driver who commits three of a long list of offences in the course of three years will be disqualified from driving regardless of the gravity of the offences."

While the courts were given a limited discretion, if they felt there were "special reasons" why an offence should not count towards disqualification, it was the Association's view that the discretion was too narrow.

Mr. Featherstone went on: "One of the offences is failure to comply with a traffic light or sign. No one would quarrel with the inclusion of this item as a potentially dangerous offence. But what happens if a halt sign is obscured by a standing vehicle?

"Conscious that there is a major road ahead, the driver will take great care but if he fails to come to a complete stop he will have broken the law and committed an offence which counts towards disqualification. Is this a 'special reason' which would allow the courts to rule that his licence need not be endorsed so that the conviction does not count towards the three which would disqualify?

"Unfortunately there is considerable doubt on this point and companies operating commercial vehicles would feel happier if this doubt could be removed in the drafting of the Bill.

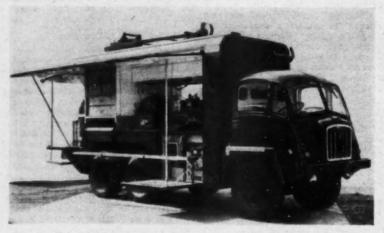
"The Association has no quarrel with the fundamental principle behind this part of the Bill. But we feel most strongly that if injustice is to be prevented, the courts must be given a wider discretion which can be exercised when an offence is trivial, technical or inadvertent."

C-Licensees Into Europe

MORE and more concerns in Britain are using their own vehicles for direct road deliveries of their products to customers in European countries, reports the Traders Road Transport Association. The association's International Department has noticed a particularly large increase in the past few months. The T.R.T.A. is empowered to issue the official document known as T.I.R. carnet; equipped with this, a vehicle whose load is sealed before leaving the U.K. can be driven through intervening countries without any further Customs examination. Included in the countries which recognize the T.I.R. carnet are Austria, Belgium, Finland, France, West Germany, Italy, Luxem-bourg and Switzerland. Vehicles travelling under this scheme carry large

blue plates with "T.I.R." in white letters. Occasional problems concerning construction and use regulations, which vary from country to country, can often be solved through the T.R.T.A.'s sister organizations on the Continent.

Speed of delivery, certainty of timing, avoidance of breakage or pilfering and reduction in packing costs seem to be the prime reasons why this self-delivery export business is growing. One firm which manufactures fragile articles is thinking of establishing its own fleet of specially designed vehicles for a delivery schedule embracing Holland, Switzerland and Italy, while an engineering group is already running a weekly service for its lorries between West London and its Rouen depot.



This mobile workshop for the Ceylon Government is mounted on a Thornycroft Nubian 6 x 6 chassis with an all-steel cab. The body was built by Normand, Ltd., and is equipped with a 45 k.W. alternator driven from the vehicle's transfer gearbox. Also fitted is a Hydrovane rotary air compressor, Quasi-Arc welding equipment, a Colchester 8\frac{1}{2}-in. lathe and a large variety of smaller equipment.

ORDERS and DELIVERIES

TRIALS BRING ORDER: Following successful trials of a 4 x 4 version of a Leyland Comet chassis, the Gujerat State Road Transport Corporation have ordered three identical vehicles from Ashok Leyland, Ltd.

TO ARGENTINA: S.I.A.M. Di Tella Automotores S.A., with whom A.E.C. recently signed a manufacturing agreement, have ordered 250 A.E.C. bonneted Mandator and 61 Thornycroft Trusty chassis sets. The Mandator will include 13-ft. 4½-in. and 19-ft. 7-in, wheelbase chassis—all will have A.E.C. AV 690 diesel engines. Thirtyone of the Trusty chassis will be six-wheelers powered by A.E.C. AV 590 engines, and the remaining 30 will be four-wheelers powered by Thornycroft Q6 engines.

BELGIANS ORDER 24: A.E.C. Continental S.A., A.E.C. distributors in Belgium, have ordered eight Mandator four-wheeled and four Mammoth Major C32 six-wheeled goods chassis and eight Reliance and four Regal Mk, VI singledecker passenger chassis;

MORE DEMAND FOR NEW BUS: In addition to the 106 Albion Lowlanders ordered by Scottish Omnibuses, Ltd., orders have been placed by East Midland Motor Services, Ltd., Chesterfield, for 14 and Walsall Corporation for one. Those ordered by Walsall Corporation will have seemi-automatic Pneumo-Cyclic gearboxes and the East Midland chassis will have synchromesh gearboxes and air suspension at the rear.

TODMORDEN ORDER MORE: Two more Leyland Leopard L.I bus chassis have been ordered by Todmorden Corporation for one-man operation. They will have Leyland 0.600 125-b.h.p. diesel engines, air brakes, synchromesh gearboxes and single-speed rear axles. East Lancashire Coach Builders, Ltd., will build 44-seat bodywork.

GUY'S FUTURE

Reassuring Comments at L.U.T. Dinner

A N insight into the future of Guy Motors was given recently by Sir Robert Cary, M.P., chairman of Lancashire United Transport, Ltd. Speaking at the annual dinner of the company's "Over Thirty" Club at Atherton, Sir Robert said he had been assured by Sir William Lyons that Guy Motors would continue to exist. This was of great concern to L.U.T. because they operated many Guy buses.

He had been told that there were excellent men of enthusiasm and ambition at Guy Motors, and they were to be given every opportunity of furthering the company's work. "I was left with the comfortable feeling that all will be well with Guy Motors in the years to come," he said.

The general manager of L.U.T., Mr. C. C. Oakham, said that the year had started on an even keel, but then insurance, taxation and wages had risen and once again fares had to go up. But once again the situation had been evened out, and October's figures compared well with those at the same time last year.

Of developments, Mr. Oakham drew attention to the fitting of fluorescent lighting in the company's new vehicles. All buses would in future have this type of lighting, he said.

B.R.S. PARCELS SERVICES

FROM the beginning of next February traffic for conveyance by the B.R.S. parcels services will be accepted only on a "carriage-paid" basis.

An official statement says that the demand for the "carriage forward" facilities offered by the parcels services has now diminished to the extent that it no longer justifies the special organization and arrangements involved.

MORE FOR HOLLAND: N.V. Auto-Industrie Verheul, A.E.C. distributors in Holland, have ordered eight A.E.C. Mandators, four Mammoth Major bonneted sixwheelers, eight Monarchs and two Marshall 6 x 2 chassis,

PORTUGUESE OPERATORS RE-ORDER: Lisbon Electric Tramways, Ltd., have placed and order for another 12 A.E.C. Regent Mk. V double-decker chassis. They are to be fitted with A.E.C. 11.3-litre diesel engines and Monocontrol semi-automatic transmission. Another repeat order for A.E.C.s from Lisbon is one from Uniao de Transportadores para Importação e Comercio, Lda., for four Monarch goods chassis and four Reliance passenger chassis.

MILK TANKERS ORDERED: The Milk Marketing Board has ordered a further 10 bulk milk tankers with vacuum-operated loading equipment from Andrews Bros. (Bristol), Ltd., of Liverpool. The order is worth about £28,000.

GUY IN SCOTLAND



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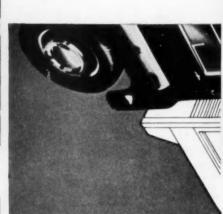
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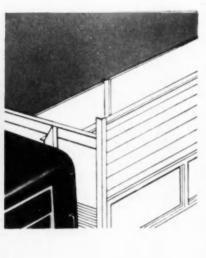
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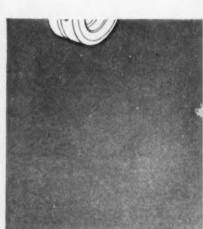
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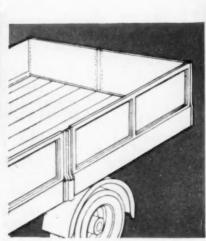
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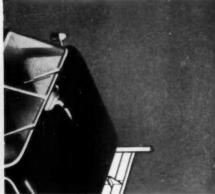












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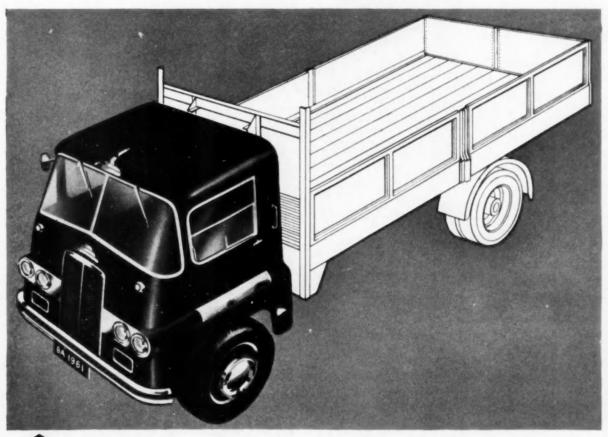
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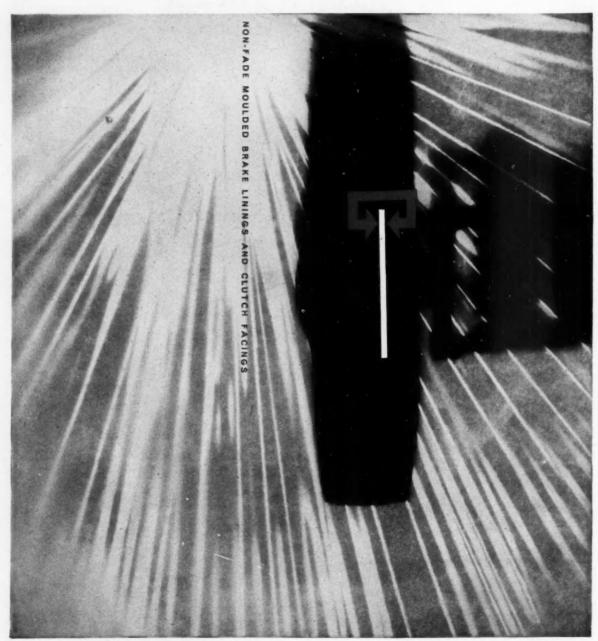
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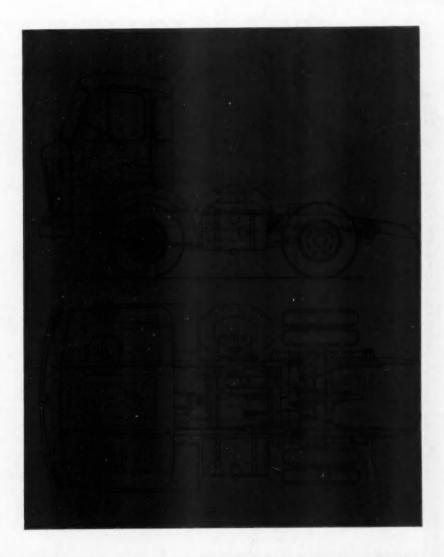
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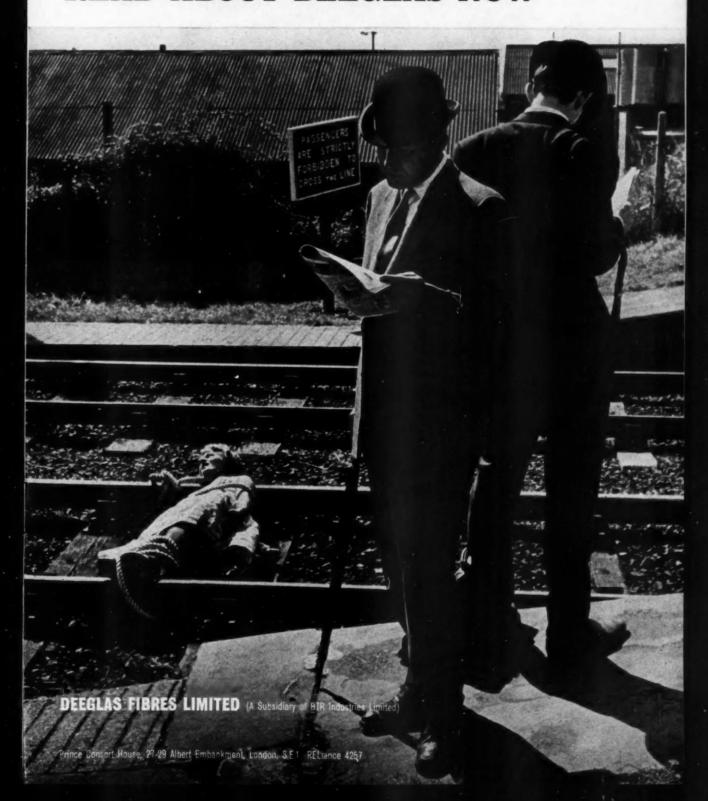
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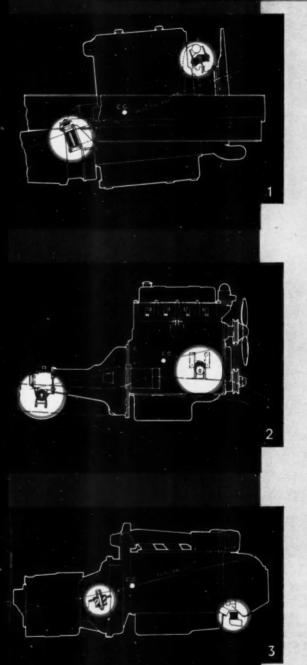


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Examples of Metalastik suspension in Figs. 1, 2 and 3 illustrate how a combination of sound theory, appreciation of the practical and choice from an unequalled range of mounting units, bring maximum smoothness to different types of engine.

The suspension in Fig. I with the high front mounting resembles more closely the original "Floating Power" conception than is now usual. Secondary out-of-balance forces and a flexible chassis necessitate mountings with a large degree of vertical and rotational flexibility, hence the use of shear mountings at all three points. Pre-compression of the rear mountings permits higher stressing without loss of fatigue life.

Fig. 2 shows a typical suspension for a 4-cylinder motor car engine. Interleaved sandwich mountings are below the principal axis but 'focused' in 'V' formation to give the same rotational characteristics as mountings fitted higher but with their compression axes in a vertical plane. The Metaxentric bush at the rear controls fore-and-aft movement and has a higher deflection than a concentric type.

For the 3-cylinder opposed piston engine (Fig. 3) in which balancing has virtually eliminated the primary, vertical out-of-balance couple, slotted Metacones and the way in which they are fitted, provide high rotational flexibility about the vertical axis essential for insulation of vibration due to a horizontal out-of-balance couple.

Diagrams reproduced by courtesy of the Institution of Mechanical Engineers from the paper "The Suspension of Internal Combustion Engines in Vehicles", by M. Horovitz, B.Sc., (Eng.), A.M.I.Mech.E.

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REFINERY FOR REGENT

DLANS for building an oil refinery in the U.K. are being studied by Texaco, Inc., according to an announcement in Boston, U.S., last week by Mr. A. C. Long, chairman

The refinery would supply the Regent Oil Co., Ltd., and its capacity would be 80,000 to 100,000 barrels a day. It is estimated that this would increase total British oil refining capacity by about 10%.

Cheaper Than by Rail

THE Western Traffic Commissioners sitting at Bristol last week approved an application by Associated Motorways to increase their present basic fares, with the exception of day returns by 81 per

The Chairman, Mr. S. W. Nelson, commented: "Obviously express passengers must bear their share of the additional charge on operating costs. It would be manifestly unfair to ask stage fare passengers to bear the whole of the cost."

Referring to an objection by the St. Ives Town Council he said: " A penny in the shilling increase in fares should have no deterrent effect on holiday traffic. They will still be cheaper than the rail-

The new fares will operate from January 1.

Fares Up in Wales

THREE South Wales corporation transport departments and two South Wales bus companies were granted fares increases by the South Wales Traffic Commissioners at Cardiff last week.

Corporation successfully applied to increase return fares and season ticket rates on the Cardiff-Lower Penarth, and Cardiff-Lavernock routes. The Corporation were also granted a penny increase on the 4d. fare for special football match services from Cardiff to Ninian Park.

Merthyr Tydfil Corporation, Cardiff Corporation and the Rhondda Transport Co., Ltd., run a joint stage carriage service from Cardiff to Merthyr and the three concerns were granted permission to implement certain fare increases on this

Three single fares and one return fare will be increased by the Rhondda Transport Co., Ltd., between Cardiff and Whitchurch Hospital.

In the face of two private objections, Newport Corporation Transport Department were allowed to increase the present 31d. fare to 4d.

Two local authorities-Port Talbot and Maesteg-unsuccessfully objected to Llynfi Motor Services, Ltd., of Maesteg, being granted revised fare scales for single fares, return fares and season and weekly ticket rates. The routes affected were between Maesteg and Aberavon beach and Caerau and Margam (Abbey steel works).



This American White Compact four-wheeler, with Perkins 6.354 diesel engine, is one of 20 operated by Motor Express, Inc., Cleveland, Ohio. Carrying starting payloads of up to 9 tons, and covering 60 miles per day with 25 to 40 stops, these vehicles have been returning admirable fuel-economy figures, according to the operators, giving at least 12 m.p.g. (imperial).

Should Rural Councils Run Buses?

S the time ripe for rural councils to begin running their own bus services? This was the question raised at a meeting of Cardiff Rural Council, when they met last week to discuss an application by a local bus company to increase weekly and season ticket rates.

Dr. F. W. E. Rutter said that such applications were constantly coming before rural councils throughout the "This council atone has paid over £300 in the past three years to oppose them," he said. "Is this the time to start running rural bus services for our own residents?

Dr. Rutter asked for a surveyor's report on the cost of running a bus service for a certain route, as an example.

In answer, the clerk, Mr. B. H. Williams, said that when the council had

considered the same matter some three years ago, they discovered that bus companies could counter by stopping any unremunerative service and only continuing with those which showed profit. This would leave the council running all the less remunerative bus services, not just a few," he said.

The application under consideration was that of Western Welsh who want to increase weekly ticket rates by 5%, monthly season ticket rates by 71% and quarterly season ticket rates by three times the monthly rate, less 5%

Having heard the clerk report that there was no money available to contest the increases, the council resolved to oppose the application formally without becoming financially involved in the proceedings.

Unaware They Were Doing Wrong

SIX men appeared at Banbury magistrates' court last week on summonses taken out by the Ministry of Transport connection with the running of utility vehicles and small buses to take men from Banbury to the Oxford car factories.

After the hearing the presiding magistrate, Mr. H. D. Hopcraft, said only nominal fines would be imposed with the cases being used as a warning to others. "I am quite sure this was not done deliberately," he said.

Percy Richard Stone, of Manor Road, Banbury, was fined a total of £16 on charges of permitting the use of uninsured motor vehicles and permitting vehicles to be used as express carriages without a licence

His two sons, Brian Richard Stone, of Manor Road, and Desmond Percy Richard Lewis Stone, of Ruscote Avenue,

Banbury, were each fined a total of £8 on charges of using vehicles without insurance and driving vehicles as express carriages when those vehicles were not specified as road service licences.

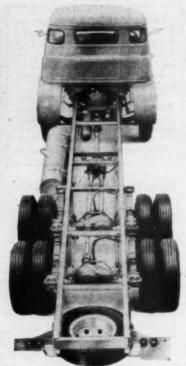
Elwyn Davies, of Woodgreen Avenue, Banbury, was fined a total of £5 on charges of using an uninsured vehicle. using an unlicensed vehicle as an express carriage, and driving a motor vehicle when not the holder of a public service vehicle driver's licence.

Trevor William James, of Cheney Road, Banbury, was fined £2 on two charges of aiding and abetting the use of a vehicle as an express carriage other than under a road service licence.

Leslie Chapman, of The Willows, Kings Sutton, was fined a total of £3 for causing motor vehicles to be used as express carriages when not under a road service licence.



(Above) On the 1-in-5 gradient of Murrayfield Drive, Westerton, the Albion Super Reiver—grossing 18 tons 18 cwt.—pulled away from a standstill in bottom gear, although a limited amount of deliberate clutch slip was necessary in the process. (Right) The Super Reiver, the gross weight rating of which is 40,000 lb., has chassis-frame side members reinforced by inverted-L flitch plates which extend from the rear of the cab to the end of the frame. This picture also indicates the transmission layout.



The Super Reiver-

It's Stronger and Safer

by

John F. Moon,

A.M.I.R.T.E.

WHEN, I tested an Albion Reiver 15½-ton-gross sixwheeler last year (The Commercial Motor, September 16, 1960), I remarked that "in view of the chassis' generous power and strength margins, operators will be strongly tempted to exceed the manufacturer's rating." That this temptation was not resisted is fairly obvious so, to safeguard the good name of the model, Albion Motors, Ltd., announced a heavier duty version earlier this year to be known as the Super Reiver.

Super Reiver models have a gross weight rating of 40,000 lb., heavier rear springs and axles, a reinforced chassis frame as standard, larger tyre equipment and full air-pressure braking, as opposed to the air-hydraulic brakes

of the standard Reiver. Another significant change is that Burman recirculating-ball-type steering gear is used on the Super Reiver, so that, despite its greater weight, the heavier model is lighter to handle than its lower-rated stablemate.

The Super Reiver and Reiver have the same power unit—the Leyland 400-S Power-Plus 125-b.h.p. diesel—so it was only to be expected that a road test I carried out recently should show slightly reduced acceleration performance, despite lower-ratio axles. What was surprising, however, was that the fuel-consumption rate of the Super Reiver when tested laden was an improvement on that of the Reiver, the carefully checked figure being 0.7 m.p.g. better than that obtained last year over the same course and using the same test equipment.

The only explanation I can offer for this is that the Reiver was tested before the 400-S engine went into full production, and possibly this unit was not as economical as subsequent production versions turned out to be.

Another contributory factor would be that the Super Reiver test chassis had covered a greater mileage at the time of my test than had the Reiver, so would be better run-in.

When the Super Reiver was introduced, details appeared in *The Commercial Motor* on June 9, 1961. Briefly, it differs from the standard Reiver as follows: inverted-L flitch plates extending from just behind the cab to the end of the chassis

frame are standard on all Super Reiver models, whereas these flitches are employed only on the long-wheelbase and tipper versions of the Reiver. To cope with the higher bogie loading, heavier rear axles are employed, these having ½-in.-thick pressed casings, as opposed to the 78-in.-thick casings of the RE.25 models.

Another difference is that heavier inner and outer hub bearings are employed, although in other respects the two types of axle are the same.

The rear springs of the Super Reiver, which, of course, have the well-known Albion non-reactive inter-linkage, have three additional leaves compared with those of the Reiver, and on each spring the upper leaf is folded over the spring eyes at each end.

Westinghouse air-pressure braking has been adopted for the Super Reiver, with diaphragm-type units actuating Albion S-cam leading-and-trailing-shoe brakes. The brake drums have a diameter of 15½ in. and the front linings are 4½ in. wide, the rears being 6 in. wide. This gives a total frictional area of 892 sq. in., 52 sq. in. greater than that of the Reiver. A single-circuit system is used, controlled by an E.1 valve, whereas the Reiver's air-hydraulic system is "split," the first and third axles having a different circuit to that of the second axle.

Although the uprating of the chassis has resulted in a

Albion Super Reiver
40,000-lb.-gross Sixwheeler Displays Particularly Good Fuel Economy
on Road Test, Despite
Overload of 1 Ton: Air
Brakes Contend with
Increased Load, and
Burman Steering Reduces
Driver Effort

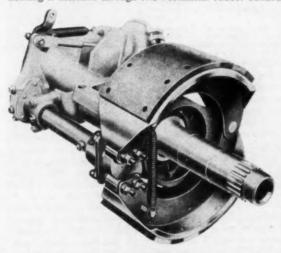


The use of Burmay variable-ratio recirculating-ball steering makes the Super Reiver light to handle by normal sixwheeler standards, despite a front-axle loading of over 54 tons in the case of the test vehicle.

slightly higher front-axle loading, the Super Reiver has the same type of front axle as the Reiver, only the braking units being different. To guard against steering heaviness, however, Burman recirculating-ball steering gear is used. This is of the variable-ratio type, the ratio in the straight-ahead position being 29.4 to 1, whilst it increases to 50 to 1 at full lock. Larger tyres are fitted, of course, the test chassis having Michelin 10.00-20 X at the front wheels and 9.00-20 X at the rear axles.

The Super Reiver as tested had two features which are not yet in production, although it is hoped they will be introduced at an early date. One difference was a four-point mounting for the transfer box, in place of the original three-point arrangement. The other was a new type of mounting for the centre bearing.

The bearing itself is a conventional ball race, but its housing is attached through two Metalastik rubber-bonded



Full air-pressure operation and S-cam brakes are two of the features that distinguish the Albion Super Reiver from its lighter relative—the ordinary Reiver. A rear brake is illustrated here, this having 6-in-wide linings working inside a 15.5-in.-diameter drum.

bushes to an L-shaped bracket, which bracket in turn has two Metalastik bushes for its mounting to the chassis frame. This new mounting has been adopted by Albion's for their Lowlander low-height double-decker chassis (October 27, 1961 issue) and the Clydesdale goods chassis, and has the effect of absorbing vibrations in both vertical and horizontal planes.

Both these transmission changes have been made with

the object of reducing the likelihood of transmission vibration occurring when running at high speeds, Reiver and Super Reiver chassis with the optional sixth overdrive ratio both being capable of well over 50 m.p.h.—speeds unthought of for production British chassis of this weight a few years ago and which have resulted in many manufacturers having second thoughts on their transmission layouts.

Another minor change, but one which I feel to be well worth while, is that Eversure convex rear-view mirrors replace the plane mirrors formerly used: although no larger, these give a far wider range of vision to the rear, something that all drivers should be able to appreciate.

There are three models in the Super Reiver range, all of which have a gross weight rating of 40,000 lb. The haulage models are the RE.29N, which has a wheelbase of 15 ft., and the RE.29L (as tested) which has a wheelbase of 16 ft. 4 in. The third model is for tipper bodywork—the RE.29T—and this has a wheelbase of 12 ft. 2 in. These three wheelbases permit body lengths of 21 ft. 6 in., 23 ft. 9 in, and 17 ft. 3 in. respectively. All Super Reivers are designed for an overall width of 7 ft. 6 in., and are available with right- or left-hand controls.

Overdrive Gearbox

The vehicle I tested was in standard trim except for having the optional sixth overdrive gearbox ratio, and the chassis-cab kerb weight was 5 tons $6\frac{1}{2}$ cwt. Iron test weights totalling 13 tons $8\frac{1}{2}$ cwt. were securely bolted to the frame to represent payload and body so that with Sandy Findlay, Albion test driver, and myself in the cab the Super Reiver was grossing 1 ton 1 cwt. above Albion's recommended figure.

Gradient restart performance was assessed first, using the 1-in-5 slope of Murrayfield Drive, Westerton. The standard axle ratio for the Super Reiver is 7.428 to 1, and with this ratio it was found just possible to make a restart in bottom gear on this gradient, although I had to deliberately slip the clutch for a second or two when moving off. Because the gearbox's reverse ratio is higher than first gear, it was not possible to make a restart in reverse when facing down the hill. The multi-pull handbrake was sufficiently powerful to restrain the six-wheeler from rolling down the hill both when facing up and down.

When making these restart tests the road surface was wet and fairly slippery, but on no occasion was any wheel spin observed, indication that the non-reactive bogic suspension was ensuring that all the rear wheels were staying firmly on the ground and giving maximum traction effect. The

ROAD TEST No. 718/M177-ALBION SUPER REIVER 17-TON 17-CWT.-GROSS SIX-WHEELER

MODEL: Albion Super Reiver RE 29L 17-ton 17-cwt-gross 16-ft, 4-in, wheelbase forwardcontrol six-wheeled goods chassis, with Leyland 125-b.h.p. diesel engine and standard all-steel cab.

WEIGHTS:		1	1	ons	CWL.	qr.
Unladen chassis weight)	and	cap	(herb			3
Payload and body	e.k		100	43		2
		- 44	**		-3	ő
Driver, observer,	atc.	**	**			
				18	18	0

ENGINE: Layland 400-S Power-Pius six-cylindered direct-injection diesel engine; bore 107.19 mm (4.22 in.); stroke 120.65 mm. (4.75 in.); pistoneways volume 6.54 litrus (399 cs. in.); maximum nec output 125 b.h.p. at 2,400 r.p.m.; R.A.C rating 43 h.p.; maximum net torque 300 lb.-ft. at 1,600 r.p.m.

TRANSMISSION: Through 14-in.-dia. single-dryplace clutch to Albion six-speed constant-mesh gaarbox thence by two-piece propeller shaft to the refay gearbox incorporating lockable third differential and by separate shafts to the fully floating double-reduction axles of the rear



FIRING ORDER 1-5-3-6-2-4 COMPRESSION RATIO 16:1 VALVE CLEARANCE 0-020° TYRES: FRONT 10.00 -30 X REAR 9.00 -30 X

WHEELBASE 190 253/2 255/3 102/3

GEAR RATIOS: 6.988, 4.308, 2.655, 1.605, 1 and 0.76 to 1 forward; reverse 6.343 to 1; rear-axle ratio 7.428 to 1.

BRAKES: Westinghouse air-pressure system, with Albion 5-cam leading-and-trailing-shoe units at all wheels. Multi-pull handbrake linke demechanically to bogic wheels only. Diameter of drums, front, 15.5 in, rear, 15.5 in,; wideh of linings, front, 4.5 in, rear, 6.0 in,; total frictional area, 892 eg. in, chat is, 47.2 sq. in. per ton gross weight as tested.

FRAME: Pressed-seel channel section with inverted-L flitch places and 11 cross-members bolted in position.

STEERING: Burman variable-ratio recirculatingball; 7 turns of steering whoel from lock to lock.

SUSPENSION: Semi-elliptic springs, with four springs and non-reactive linkage at bogie.

ELECTRICAL: 24v. compensated-voltage-control system with 67-amp.-hr. battery.

FUEL CONSUMPTION: (a) laden, 12.3 m.p.g. at 30.4 m.p.h. average speed; (b) unladen (6 tons

10 cwt. gross weight), 17.0 m.p.g. at 31.0 m.p.h. syerage speed, that is 233 gross ton m.p.g. as tested (a). giving a time-load-mileage factor of 7,083.

TANK CAPACITY: 50 gal., laden range approximately 600 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 18.5 sec.; 0-30 m.p.h., 42.5 sec.; 0-40 m.p.h., 70.5 sec.; direct drive, 10-20 m.p.h., 20.5 sec.: 10-30 m.p.h., 44.5 sec.; 10-40 m.p.h., 71.0 sec.

BRAKING: From 20 m.p.h., 34.0 fc. (12.8 fc. per sec. per sec.); from 30 m.p.h., 70.0 fc. (13.8 fc. per sec. per sec.).

WEIGHT RATIO: 0.33 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 9.5 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 65.0 ft. left lock, 63.0 ft. right lock. Swept circles: 69.0 ft. left lock 67.0 ft. right lock.

MAKERS: Albien Meters, Ltd., Scotstoun, Glassow.

differential lock in the drive between the two axles was not used during these tests: this lock is standard equipment, and is air operated from a control on the steering column.

My usual 10-mile test course between Buchlyvie and Stirling was used for the fuel-consumption tests, figures being taken in each direction to make a total distance of 20 miles. Half of this distance is fairly hilly and the remainder is reasonably flat, but on the hilly stretches fourth gear had to be used several times in each direction. The road speed was kept down to about 34 m.p.h. except on downward stretches, despite which the complete circuit was covered at an average speed of 30.4 m.p.h., whilst the test tank showed that the consumption rate had averaged 12.3 m.p.g.

This is an exceptional figure for a vehicle of this weight running over normal roads, and results in the remarkable time-load-mileage factor of 7,083—the highest recorded by The Commercial Motor, except under motorway conditions.

Later on in the course of the test, the test weights were removed except for one 15-cwt. block and the course was retraced at a gross weight of 6½ tons, this weight being reasonably representative of a Super Reiver with average drop-sided body.

As with the laden run, the unladen test was made under rainy conditions, and the average speed was only slightly higher at 31 m.p.h. The consumption rate was exactly 17 m.p.g., which is slightly less than that obtained last year with a normal Reiver; obviously in the unladen condition the lower axle ratio of the Super Reiver (the Reiver has 6.933-to-1 rear axles) has the expected effect of causing

slightly heavier consumption, whereas laden the slight difference in the ratios of the two vehicles could well have contributed to the extra economy of the Super Reiver compared with the Reiver in that its cruising speed would be nearer the engine speed at which maximum torque is developed.

Whatever the reasons, the figures obtained show that those operators who have to work their vehicles unladen on return runs can expect to obtain the best part of 14.5 m.p.g. overall, which is as much as anybody could expect from a conventional vehicle capable of carrying a clear 12-ton payload and legally capable of carrying more.

In the light of its "only average" power-to-weight ratio, the Super Reiver's acceleration performances both through the gears and in direct drive are quite satisfactory: indeed, from a standstill up to 30 m.p.h. the Super Reiver took only 6.5 seconds longer than last year's Reiver, which was running some 2 ton 16 cwt. lighter. The standing-start tests were made up to 40 m.p.h. without needing the over-drive ratio, fifth (direct) being good for just over 40 m.p.h.—the top-gear speed is about 52 m.p.h. Although not a synchromesh gearbox, this well-known Albion unit encourages fast gear-changing, which can be made quite silently without the need for double de-clutching.

No engine or transmission roughness was noticed when making the direct-drive tests, and the vehicle pulled away smoothly from about 9 m.p.h. up to 40 m.p.h. in this ratio. Similarly, there was no transmission roughness when driving at speeds above 40 m.p.h. up to the maximum, and

(Continued on page 475)



The Standard 6 cwt gives you nearly 100 cubic feet of capacity with an under-1,000 cc engine

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Illuminated 9" master gauge with 24 ft. air-line, remote control and dual-foot "grip-on" connector for use on twin tyres.



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Air-cooled twin cylinders with $2\frac{1}{2}$ h.p. motor, air receiver built to B.S.I. Spec. and hydraulically tested to 300 lb. per sq. in.

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DUNLOP THE DEPENDABLE TYRE SERVICE EQUIPMENT



in general the smoothness and silence of the transmission were most marked.

Despite the use of what should be a more powerful braking system, the retardation results obtained with the Super Reiver were a little disappointing. Admittedly, the stopping distance from 30 m.p.h. was only 3 ft. more than that achieved with the Reiver last year, so, in view of the greater weight, it is obvious that the new system is more powerful than that of the Reiver, but nevertheless, I feel that the system does not come up to the standard that can be expected from a modern heavy vehicle.

There was no evidence of excessive delay in the airpressure system, and the non-reactive bogic suspension was successful in preventing locking of any of the driving wheels. From each speed the average maximum retardation indicated by the Tapley meter was 55 per cent., and here is where the system scores over previous Albion brake layouts—this degree of maximum retardation can be obtained from speeds as high as 50 m.p.h. according to

the Albion experimental engineers.

Gleniffer Braes, a 1.3-mile-long hill south of the Clyde, was used for the hill-climb and brake-fade tests. The average gradient of this hill is 1 in 13, and the gradient of the steepest section is 1 in 8. An ambient temperature of 57° F. was recorded during these tests, and before making the climb the engine-coolant temperature was at its normal figure of 170° F.

The ascent lasted only 7 minutes 36 seconds, which is 4 seconds less than the time taken for the same test with the Reiver last year, and the lowest ratio used was second, this being engaged four times for a total time of 4 minutes 23 seconds, during which time the minimum speedometer

reading observed was 7 m.p.h.

At the top of the hill the coolant temperature was checked again, and it was found to have risen to 193°F. On the face of it this is somewhat high, but the system is pressurized to 4 p.s.i., so that the boiling point is raised to 224°F., and in any case the test vehicle had two out-of-date cooling-system features. One was that the thermostat was set to open at 185°F., instead of the current figure of 165°F., and the other was that the water-pump impeller diameter of current engines is 3.8 in., as opposed to 3.25 in., the latter change reducing the temperature by 7°F. according to tests conducted by Albion engineers. Taking these factors into account, therefore, production Super Reivers should not encounter any cooling problems under prolonged hill-climbing conditions with a full load.

Smoky Exhaust

I was somewhat surprised to see some black smoke being emitted from the exhaust outlet during this climb, both when pulling hard at medium revs. and when running on the governor. It is possible, however, that the paper-element air cleaner was clogged. Indeed because this has been found to be a frequent fault with this type of cleaner, Albion Motors are shortly going to return to the use of oil-bath air cleaners.

Following the hill climb I turned the Super Reiver round and coasted it down Gleniffer Braes in neutral, relying on the foot brake to keep the road speed down to 20 m.p.h. This descent lasted 3 minutes 40 seconds and at the bottom of the hill a full-pressure stop from 20 m.p.h. produced a Tapley-meter figure of 32 per cent., for which stop the reservoir air pressure had dropped to 85 p.s.i., compared with its normal maximum figure of 120 p.s.i.

As the engine had been idling the whole time this drop in pressure is understandable, but to increase the rate of pressure build-up on current models, Albion are fitting a 9-cu.-ft., compressor in place of the original 7-cu.-ft. unit. Thus, under fade conditions such as this there should be a

higher pressure to cope with any reduction in lining efficiency.

Nevertheless, in view of the severity of the test the amount of fade recorded was not great, and the moulded brake linings were not smoking at the conclusion of the test, there being only a slight smell of hot linings.

Because of its Burman steering, the Super Reiver is a particularly light vehicle to handle, the increase in ratio as full lock is approached being of great help when manœuvring in confined spaces. Castor action is good, and its effect seems to increase as road speed increases (this effect would be known as understeer by my car-testing contemporaries). It is a valuable safety factor, however, as it does help to deter a driver from taking corners too quickly whilst still allowing him to turn the steering wheel quickly when moving at slow or normal speeds.

The Super Reiver has the same front springs as the Reiver, and although the front-axle loading of the test vehicle was only about ½ ton greater than that of the test Reiver dealt with last year, the absence of front dampers was more marked on this occasion than it was previously, slightly undulating surfaces causing an annoying degree of cab bounce. Not unconnected with this also is the fact that surface bumps can cause a certain amount of steering-wheel kick—something which again front dampers might help to alleviate.

Rides Quite Well

Nevertheless, taken generally the Super Reiver rides quite well when both laden and unladen, and for the most part it keeps all six feet firmly on the ground at all speeds and over most normal surfaces.

A well-rated reaction spring behind the brake pedal ensures good braking feel and guards against over-zealous application of the brakes when running empty. In this connection also the use of a conventional brake pedal, rather

than a treadle, is of value.

The engine cowl of the test vehicle was insulated by a quilted cover, which is available from Albion Motors as optional equipment. I found this a great help in cutting down engine noise, and far more effective than the single-thickness rubber sheeting which covered the cowl of the Reiver I tested last year. Because of the quilt, the cab of the Super Reiver never became really noisy, and it was possible to converse in normal tones when cruising in over-drive at 30-35 m.p.h.

No maintenance tasks were carried out on the Super Reiver, as all the tasks needing to be done regularly have already been dealt with in test reports of the ordinary Reiver and the Clydesdale, which reports show that the Super Reiver should be a straightforward proposition for

the maintenance fitter.

The Albion Super Reiver RE.29L chassis and standard all-steel cab cost £2,850 in Great Britain, the RE.29N and RE.29T models being priced at £2,825. Among the many items of optional equipment available are a plastics-panelled cab (£130), power-assisted steering—which should never really be necessary with the Burman gear (£90), front dampers (£10), front bumper (£6 10s.), heater and demister (£13), overdrive gearbox ratio (£20), spare wheel, tyre and tube (£34), spare-wheel carrier (£8 10s.) and flashing direction indicators (£16).

The Super Reiver is a valuable addition to the Albion range, being lighter than a normal factory-produced maximum-capacity six-wheeler, but, at the same time, being more robust than its Reiver 15½-ton-gross contemporary, let alone converted six-wheelers based on mass-production 7-ton chassis. It obviously has the usual Albion capacity for plenty of hard work without either complaint or excessive fuel consumption.

$9\frac{1}{2}$ m.

The Best Service Possible, at the Most Reasonable Cost, is Aim of B.R.S. (Parcels), Ltd., in Scotland

by Norman H. Tilsley

Parcels arriving in the depot are sorted into destination "lots" on the dock beneath destination boards. In the background, rail containers are loaded.



ONG-DISTANCE trunk driving is a cake-walk compared with the work of our collection and delivery shunt drivers," I was told by the manager of the Glasgow depot of British Road Services (Parcels), Ltd., recently when visiting the Scottish Division's head-quarters and the Glasgow branch and depot.

His statement could well apply to a comparison between a normal long-distance trunking branch and a parcels depot, especially a depot like Glasgow where, on an average day, some 20,000 packages are handled as a matter of

The immediate impression that I gained was of a giant post office, with the "letters" weighing anything up to several hundredweights, and consisting of anything from a small carton of bolts to a roll of wire or even a complete electric motor. The "mailbags" were, of course, the familiar green semi-trailer B.R.S. (Parcels) vans.

There are, in the Scottish Division, two similar large branches—one at Aberdeen, the other at Edinburgh—and seven smaller depots: Inverness, Elgin, Perth, Dundee, Methil, Earlston and Ayr. Operating between these depots are some 250 vehicles, the majority of which are articulated vans, plus 200 additional trailers. All are authorized under A licences.

In overall command of the Scottish Parcels Division is Mr. J. L. Rule, who has held the position of area manager for the past six years. Before taking up this post, Mr. Rule—he has been with B.R.S. since nationalization, in 1948—was the Edinburgh district manager. He has been in transport all his life; a private operator from 1924 until 1942, when he was seconded to the Ministry of Transport as area road haulage officer in Edinburgh, followed by R.A.F. service in the Far East.

The headquarters is now housed in new offices in Queen Street, in the heart of Glasgow. Here, centralized under one roof, are the accounts and claims sections, the commercial and traffic sections.

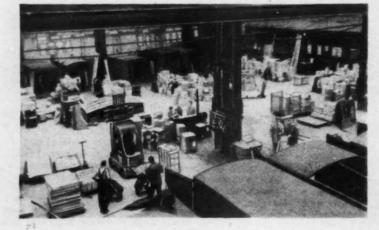
Linked nationally with all B.R.S. depots by teleprinter, Mr. Rule and his heads of departments are able at all times to know what the vehicle and/or parcel position is at any depot within the division.

The successful operation of the whole system lies in articulation—the skilful use of semi-trailer vans, backed up by a well-tried, all-embracing master plan of integration and inter-working between area depots. Collection and delivery vehicles, closely working in conjunction with incoming and outgoing trunk vehicles, and in some cases trunk vehicles converting into collection and delivery

vehicles, having been "pre-loaded" before setting off, all play a part in providing a second-to-none giant parcel postal service.

Because of the vastness of the area covered by the Scottish Division—a swift glance at an atlas of the British Isles will reveal that from the northernmost tip of the Scottish mainland to the English border, the mileage is equal, roughly, to the distance between London and Newcastle upon Tyne—the depots have had to be strategically positioned so as to provide the best service possible as economically as is practicable.

Although the "end of the line" depot



Mechanical handling is restricted by the space available on the dock. Hand barrows have been found to be more practical.

PARCELS A YEAR

is at Inverness, no vehicles are actually stationed there. Trunk vehicles from the "parent" base, Aberdeen (100 miles away as the crow flies), are taken over by Inverness' sole shunt driver, who operates the vehicle as a "collection and delivery" unit. Pre-sorting of the various drops simplifies the task of off-loading in Inverness City and the surrounding area.

B.R.S. (Parcels), however, do not operate in the northern counties above Inverness. Parcels for these areas are handed on to Highland Haulage, Ltd., who act as agents for B.R.S. A similar arrangement exists in south-west Scotland where, again, a well-known independent operator acts as a B.R.S. agent.

Forty miles eastwards of Inverness lies the division's second northernmost depot, at Elgin (Morayshire). Eight units are stationed there, supporting trunk vehicles which run direct services from the Aberdeen base. Just as in

Depots are strategically situated in the more populated areas. Traffic for destinations above Inverness and below Ayr is handed to private contractors.





(Left) The driver must be a "jack of all trades"

—cashier, clerk, and porter. Mates are not carried.

Just opposite Edinburgh, on the north side of the Firth of Forth, is the division's Fifeshire base at Methil. Here 12 vehicles are maintained, serving Fife, Clackmannan, Kinross, the eastern part of Stirlingshire and Perth.

The next largest depot to Glasgow is, as one would expect, at Edinburgh. The field of operation for Edinburgh's 45 vehicles, both flats and "artics.," is the city of Edinburgh itself, Central, West and East Lothian, the eastern part of Lanark, the eastern part of Stirling, Clackmannan, southern Fifeshire, parts of eastern Perthshire and the city of Perth.

Earlston (Berwick) has a 13-vehicle fleet and this is operated in precisely the same way as those at the other depots, the motive units hauling trunk loads at night, and shunting locally during the day. Here there is a rather-

specialized and valuable traffic being regularly dispatched to the south—tweed from border county mills—which is exported, mainly to the United States, via the "Queen" vessels from Southampton. Three vehicles are employed exclusively to do this.

The largest depot in the division is at Glasgow. Altogether, 110 vehicles, the greater proportion of which are articulated, and over 200 trailers make up the fleet

the case of the Inverness depot, these trunk vehicles are pre-loaded for direct delivery without transhipment, which obviates the unnecessary handling of the parcels.

The Aberdeen base—the main branch in the north—operates some 35 vehicles, the majority of which are articulated vans. These vehicles, or most of them, have a double rôle. During the day they deliver and collect; at night they convert to trunk work. The areas served by Aberdeen are Aberdeenshire, Kincardine, Angus, Banff, Moray, Nairn and Inverness City and its suburbs.

The "mother" branch for the southern and eastern part of the country is situated at Edinburgh, Complementary to this branch are the four smaller depots at Perth, Dundee, Methil, and in border county Earlston.

The Dundee depot utilizes some 20 vehicles in a similar way to the vehicles at Aberdeen—collection and delivery in the daytime, and trunking at night, thus getting the maximum benefit from articulation. It was at this depot, several years ago, that a pilot scheme for 100 per cent. off the floor "loading was put into operation, with traffic being conveyed from the vehicle on rollers and pre-sorted into cage pallets. From there it is sorted out into delivery or trunk vehicles.

Whilst only one vehicle operates out of the Perth depot. this town is the best served in the country because, situated almost in the centre of Scotland, vehicles from Glasgow, Edinburgh, Methil and Dundee deliver into the area.



Mr. J. L. Rule, the Scottish area manager.



Rail containers waiting to be unloaded have to be parked in the roadway outside the depot. (The police turn a blind eye to this.)

The sphere of local operation covers Glasgow City, Renfrewshire, Ayrshire, Lanarkshire, West Lothian, East Stirlingshire, part of eastern Perthshire, and the city of Perth. A small depot is maintained at Ayr, out of which three vehicles operate. They cover the towns of Ayr,• Prestwick, Troon and the coastal area.

Long-distance road trunking is operated from a majority of the depots. In addition to this, carrying out the Transport Commission's policy of utilizing rail wagons whereever possible, a considerable amount of traffic is trunked in railway containers. Thus, nightly, vehicles leave the Scottish depots for Carlisle, Halifax, Leeds, Liverpool, London, Southampton, Birmingham, Bradford, Croydon, Manchester, and so on. Rail containers are loaded on shunt vehicles, transferred to rail wagons for transportation during the night to Leicester, Sheffield, Willenhall, London, Birmingham, Derby, Nottingham, and so on.

Warehousing Service

Apart from their main function of collecting, transferring and delivering parcels, B.R.S. (Parcels), Ltd., carry out a specialized warehousing and storing service at Glasgow, Edinburgh, Aberdeen, Methil and Earlston, for nationally known customers.

At Glasgow, for example, where there is a 21,000-sq.-ft. warehouse, special arrangements have had to be made for the stowage of a certain well-known make of chocolate-coated confectionery. To enable the temperature to remain at a static 60°, special rubber doors have been constructed to minimize the amount of draught entering the store.

Apart from the safekeeping of goods, a fully documented distribution system is operated, to suit the customer's requirements. At Glasgow, such stocks are fully palletized.

Depot in a Foundry

Mr. John Leith, manager of the Glasgow branch, showed me around his vast depot. Situated in what had once been a foundry in Portman Street, the intricate operations of vehicle acceptance, unloading, sorting and reloading, are carried out under great difficulty. Space is so limited that many trailers have to be parked in the street which, fortunately, carries little traffic and is tolerated by the police.

From his office, high up in the building, Mr. Leith has an excellent view of the whole depot. So that he knows the exact position at the various loading and unloading bays, a report is made out twice a day—at 7 a.m. and 7 p.m.—and sent to him. He can thus ascertain how many vehicles have been received, how many unloaded and how many still remain to be unloaded. The form gives him this information in relation to trunk vehicles, service trailers, collection and delivery vehicles and trailers, containers and the position of vehicles loaded. A special note at the foot of the form specifies any vehicles held up for more than 12 hours, the number of operating staff off sick, and so on. With the help of such forms. Mr. Leith can see on which bays

bottlenecks are building up in order to take appropriate action.

The depot is open, and the work proceeds, all round the clock. Teams of checkers and porters work in three shifts, from a large central dock, which is divided into several loading bays—a bay to receive collection and delivery vehicles operating locally; bays for trunk vehicles departing and arriving; bays for railway container traffic; and local bays divided into the many delivery districts served in the Glasgow area. Overhead signs indicate the destinations of the vehicles that will use the bays.

Because of the limited space available on the dock, mechanical handling of the parcels has been found to be impracticable. Apart from a few fork-lifting devices, all parcels have to be lifted out of the vehicles manually; they are then checked for destinations and taken by porters on ordinary, railway-type barrows to the various bays.

Seventy vehicles are occupied daily on local deliveries. They mostly operate within a 30-mile radius, but some do operate up to 60 miles from their base.

The collection and delivery vehicles commence their rounds between 7.30 and 8 a.m. every morning. Whilst these vehicles are out, trunking vehicles from all over the country arrive to be unloaded. The majority of the collection vehicles return about 5 p.m. and are unloaded as quickly as possible to enable parcels to be transhipped to trunk vehicles or railway containers that are waiting to receive them.

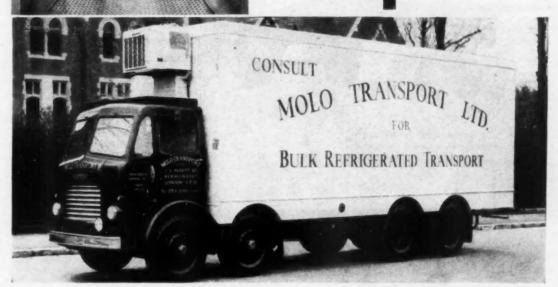
Meanwhile, throughout the day, railway containers are being loaded and unloaded with trunk traffic and shunted, the majority of them round to the railway station which is only 200 yards from the depot. Some, however, have to be shunted through the city to Buchanan Street Station.

(Continued on page 479)





aluminium by impalco



The bodywork of the above vehicle was designed and built by Sparshatts of Portsmouth.

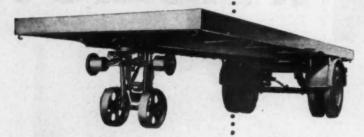
An obvious case for aluminium's lightness, cleanness and structural advantages. In this refrigerated vehicle, the extensive use of **IMPALCO** aluminium for body and flooring more than offsets the weight of refrigeration plant and presents a bright hygienic interior ideal for the transport of perishable foodstuffs. Many other vehicles, refrigerated or not, benefit equally from the weight saving inherent in high-strength aluminium construction.

IMPACO Imperial Aluminium Company Limited · Birmingham

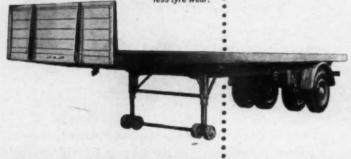
Output

ways to low cost hauling

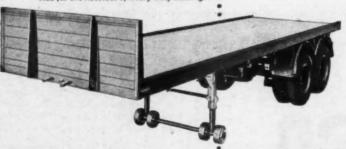
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So many containers are moved in this way that drivers are employed to shunt between the depot and the stations all day long.

"The success of parcel operating is the documentation," Mr. Leith considers. This is why a man employed on parcels collection and delivery has a far harder and more onerous task than his long-distance counterpart, who has the comparatively "simple" job of driving his vehicle and load from point A to point B, where his task usually ends.

Not only has the collection and delivery man to face the difficulties of city and urban traffic, parking difficulties, one-way streets, being "chased" around by the police for obstructing the road, and so on, but, with no mate to help him, he has to carry parcels and packages of all shapes, sizes and weights, upstairs and downstairs.

But the actual physical handling of the parcels is only the half of it. The driver, in addition, has to be something of a clerk-cum-cashier and, in particular, an expert in the

art of filling in forms and documents.

The documents he carries include log sheets, delivery sheets, consignment notes and insurance forms, and forms for customers to sign to acknowledge the fact that their goods are travelling at owner's risk, and so on. Money has to be collected from "casual" customers whose goods are collected for onward carriage; cash is also collected when packages arrive "cash on delivery." In fact, there

The local delivery bay. Parcels can consist of cases weighing up to a ton. Wire drums and dynamos can also come within the definition.

is so much documentation involving the drivers that 15 minutes has to be allowed after the driver arrives back at the depot for him to complete his documents and hand them and the money over.

The drivers on the various local routes are given an Instruction Sheet which indicates the regular collections to be made on that route, plus any "casual" calls to

be made.

A "casual" request for picking up a parcel, made usually by telephone, would come into the depot's traffic office. A clerk fills in an "Order to Collect" form, with particulars of what the consignment is, who it is from, where it is going to, and the approximate weight. From this form a cash consignment note is made out. The "Order to Collect" form and the consignment note is then added to the driver's round sheet for the following day's work, the collection being made on the day following the telephone order. In cases of emergency, however, special pickups can be made by vehicles which can be diverted for this purpose.

Without a doubt, the Scottish Division of British Road Services (Parcels), Ltd., offers an excellent inter-region service. The offspring of nationalization, they have gradually managed, since denationalization, to rid themselves of the stigma attached to such undertakings that remain under State control. They have only managed to do this by offering a second-to-none service—by giving the best service possible at the most reasonable cost. Slowly and surely they are replacing their vehicles with modern units, modernizing their depots and facilities and

generally improving staff conditions.

To the critic who says: "Yes, they ought to supply a good service—they have all the capital in the world at their disposal," I would point out that they are almost under an obligation to carry anything that is offered to them; and this means that usually they are handed the "awkwardest" load, which no other contractor wants, and it is usually going to the "awkwardest" destination!

Mobile Ice-cream Factory

THE principle of making ice-cream immediately before sale has obvious advantages to the operator. A new type of ice-cream ("soft" ice-cream) is made in this way in a vehicle introduced by the coachbuilding division of Appleyard of Leeds, Ltd., and which is on show on the Westfield Autocar stand at the Scottish Show.

The Appleyard Icecreamery, as the vehicle is called, has been developed in co-operation with Tehni-Craft, Inc., of Illinois, manufacturers of the Taylor Freezer, which is widely used for making soft ice-cream in America.

The chassis employed is the B.M.C. LD5 30-cwt. model and the Appleyard body incorporates a Taylor Freezer, Onan generator, Coldseal hold-over cabinet, stainless steel sink unit and insulated water supply. A choice of three types of Taylor Freezer is offered. Models 710 and 731 have a production capacity of 7 g.p.h., the former being of reduced height to meet installation

The smart Appleyard body, on a B.M.C. 30-cwt. chassis. A glassfibre roof is incorporated, and considerable use is made of plastics interior panels.



requirements, while model 733 is a twin unit.

temperature compartment in the Coldseal hold-over cabinet.

The body interior walls and shelf surfaces are lined with washable plastics sheeting. Insulation is given by a double glass-fibre roof and interior panelling. A tiled floor is provided and optional extras include fluorescent lighting and kerb-sighting windows.



Buses Essential For Education

by John Wilson

An Albion coach picking up children at the village of Kintore to take them to Inverure Academy in Aberdeenshire.

A LTHOUGH in certain ways the pattern in Scotland assumes a different form, the school buses there, as elsewhere in the United Kingdom, have become an important segment in both the educational and the road transport structures. For the passenger transport industry, the presence of this regular work provides a valuable stabilizing influence without which quite a number of independent coachowners in Scotland might have difficulty in finding a satisfactory spread of operation.

The steady business arising from school transport services means in effect that some of the less-popular areas are provided with pleasure facilities of various kinds that otherwise they would not have or which could be made available only at greatly increased charges. In balancing passenger traffic by introducing this business during off-peak hours, and throughout non-holiday periods, the education authorities have set up an element that has extremely valuable secondary effects.

Up and down the country, in England and Wales of course as well as Scotland, ratepayers have been known to view the charges for scholars' travel with some alarm, which doubtless is the reason why by no means all directors of education are willing to discuss the matter freely. However, assuming the educational programme in itself to be the right one, this is a field where the public

is certain of receiving good market value for its money. After all, the provision of scholars' transport is something for which operators customarily tender on a competitive basis. The why and wherefore of this post-war need for school buses, however, is a subject that may repay a moment or two of study.

Why are so many school buses and other transport facilities of this nature required today, and what is the economic justification for them? These two questions demand two separate answers. These explanations I think will show that in the long-term the money which flows in the direction of the bus-operator's pocket represents the lowest expenditure consistent with securing the desired results. Within the Scottish industrial belt and in the major urban

areas, the pattern of school-bus planning is little different from that followed in England and Wales, but the problems that face the educational authorities in the more sparsely populated centres are considerable.

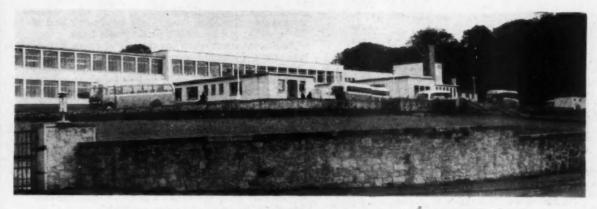
As a result of this fact, the services provided require to be highly organized and close co-operation has to be maintained between coach operators and education authorities. In this way the public gets more than a certain quantity of transport for its money, for with the buses goes a strong measure of social service.

From time to time quite unfair criticism is directed against county educational authorities and also, on occasion, against the contract operators concerned, and it is as well to bear in mind that both parties are doing no more than carry out the responsibilities which have to be assumed by the public under the provisions of current legislation.

Free transport must be provided where the appropriate school is beyond reasonable walking distance, which is defined as being two miles for children under eight years of age and three miles for older scholars. Even the "walking does them good" school of thought will hardly quarrel with this definition of "reasonable." And the aim is, of course, not only to obviate excessive physical effort but also to enable children to avoid the various dangers that may beset them whilst walking along the road.



A Leyland collecting children at the end of the day from a school at Denny in Stirlingshire.



Note the large number of buses needed to bring children to this ultra-modern school in Berwickshire.

School Buses Have Become an Essential Link in the Educational and Road Transport Structures of Scotland



A Scottish company-owned bus unloading at the County High School at Duns in Berwickshire.

In addition to those facilities, of course, the authorities have an obligation to arrange special travel facilities for all handicapped children even though the distances involved may be considerably less than those quoted.

In some districts South of the Border efforts have been made in the past to place a limit on the radius over which school buses shall operate, but such proposals have not met with success. As transport people will readily appreciate, such curtailment of facilities would have little effect on running expenses since presumably the same number of vehicles, with all their standing charges, would be involved and the percentage reduction in relation to the daily miles run would be negligible.

Provided by Law

Summing up on this point, it is the law of the land and not the whim of the county authorities which necessitates the provision of school transport on its present scale. Costs necessarily vary with circumstances so that the charges bear much more heavily on thinly populated counties. So far as Scotland is concerned, I might quote the County of Sutherland where about 650 children are provided with transport by the authorities at a total cost of £28,000 or some £43 for every pupil conveyed.

The overall plan, however expensive, has opened out educational facilities on a scale that could not have been contemplated in former times and for this reason the charges necessarily involved are regarded with a tolerant eye by most of those who take the trouble to inform themselves fully on the matter.

From the economic angle there is another important aspect which must be taken into account. This is the

fact that in some older areas substantial school buildings are in existence whilst in the immediate vicinity the child population is diminishing. Perhaps at some little distance a new housing estate then grows up. The general trend is for such development to provide a large measure of accommodation for the young-marrieds so that here the juvenile population rapidly increases. As will readily be understood, when such circumstances arise, it is a much better economic proposition to provide transportation to the existing establishment rather than immediately to attempt any one of the available alternatives.

Continuing Value of Coaches

When changes are finally made in the set-up, the probability is that the old school will be closed and children from its surrounding area will be transported to some new establishment. In the process of welding the schools of various types into a harmonious whole it appears likely that coaches will play a role of continuing value. Whilst a considerable amount of money is necessarily involved, this flow of pupils towards the most suitable establishments readily available would appear to be the only practical solution of the many difficulties which have to be faced.

In parts of Scotland some uneasiness is felt by p.s.v. operators who have seen outsiders gain contracts for the employment of miniature buses on low-density routes of which there are considerable numbers in the more remote districts. As in England, taxis are used to carry the children where only a few are travelling together to a particular destination. In this connection, an instance is quoted of a man who gained a foothold in the hire-car business by purchasing a vehicle and successfully tendering



Two buses operated by W. Alexander and Sons, Ltd., Falkirk, on the homeward run in Stirlingshire.

to convey his young brothers and sisters between home and school. At any rate he had the advantage of the irreducible minimum of dead mileage to his starting point!

Proximity to the originating points is the ultimate reason why school contracts are frequently secured by local independents although the large organizations, of course, enjoy their share in this business as well as in the intensification of scheduled services as a result of scholars' contract traffic. Scottish Omnibuses, Ltd., for example, serve the south-east, whilst Western S.M.T. share the work in Ayrshire and the south-west. Central S.M.T. function in the industrial belt, whilst Alexanders (Midland), Ltd., satisfy part of the demand around Falkirk, Grangemouth and Stirling. Alexanders (Fife), Ltd., and Alexanders (Northern), Ltd., operate school services in the north-east and Highland Omnibuses, Ltd., take their part around Inverness.

Driver's Discretion

In the farther counties, school buses and their drivers are very much part of the pattern of juvenile life. The county education authority may lay down the timetable, but it is the individual driver who knows by heart just how many small figures should be waiting at each of the cross-roads or lane-ends along his route. Often the children have to walk fair distances before they even join the bus and, whilst strict compliance with the schedule is demanded by some county authorities, there are others who leave it to the driver's discretion to extend an extra few minutes' grace if the expected number of children are not waiting at the appointed spot.

In Caithness, in the far north-east corner of the Scottish mainland, 23 contract routes are operated, giving a total of 180 miles on service each day at a cost of something like £12,500 a year. The lengthiest journey between picking-up point and school is 27 miles. The longer routes, with the larger numbers of pupils, are normally the subject of

tender by the two large organizations in the area. These undertakings also convey nearly half the county's total of 700 travelling pupils on their public service buses.

Small contractors tender for the shorter routes in their own areas, frequently using mini-buses or saloon cars. Apart from those using school buses, about 45 per cent. of the children are carried under various forms of contract, with 5 per cent. being given cycle allowances, or in some cases, being carried by their parents in private cars.

The scattered area of Argyll in the west has 1,950 pupils who, one way or another, are conveyed daily to the county's 103 schools, 14 of which have secondary departments. Of the 89 schools that cater for only primary pupils, 24 are situated on the islands of Mull, Coll, Tiree, Islay, Jura and Colonsav.

About 30 vehicles are run under regular school contracts, the working being mostly in the hands of small operators and many of the services being executed by units of the taxi class rather than actual buses. The longest journey between terminal and school, which was instituted at the request of the parents, is one of 29 miles. There are three other runs between 23 and 25 miles. Altogether the cost of school transport for the County of Argyll during the 1960-61 year amounted to approximately £54,000.

£28,000 for 650 Pupils

Sutherland, to which I have already referred, spends £28,000 annually in carrying the 650 pupils. To perform this work there are usually contracts in force for 15 buses, which are mainly provided by the smaller operators, and between 25 and 30 other vehicles. In this instance the longest single journey made regularly is between Lairg and Golspie, a distance of 18 miles.

Within the Inverness County Education area 2,400 children are normally carried under the scheme which regularly employs 32 buses, mainly those of the smaller independent operators. In Inverness County they run a weekly total of 7,562 miles, the longest trip being 20 miles.

Because of the exposed conditions on Orkney, rather more transport is needed there than in many mainland areas and about £20,000 is spent on conveying 700 children to school, the longest individual journey being 20 miles. The task is chiefly in the hands of smaller operators who work to timetables and safety regulations laid down by the county education authority, the actual operation being checked by the head teacher.

Altogether, the educational authorities are valuable customers for Scotland's passenger transport operators. On their part the latter supply a service that is essential to today's pattern of education. And they have made secondary education available to many of the rising generation to whom it otherwise would have been denied.

Because of the nature of the service performed by its staff and vehicles road transport's course in this field seems set for many years to come.



This A.E.C. service bus has just dropped children at the High School in Duns, which is set back well off the road. The buses drop the pupils at the front door of the school.

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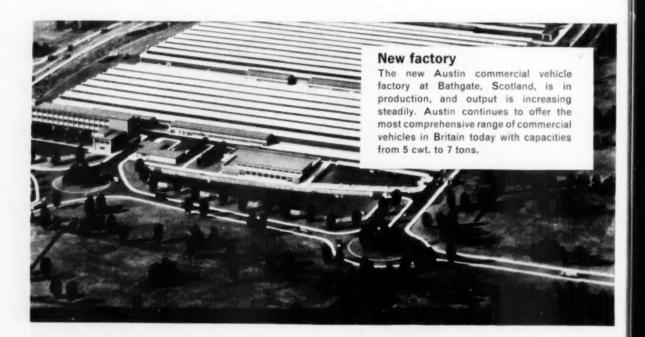
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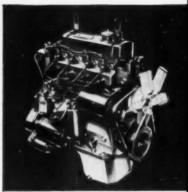
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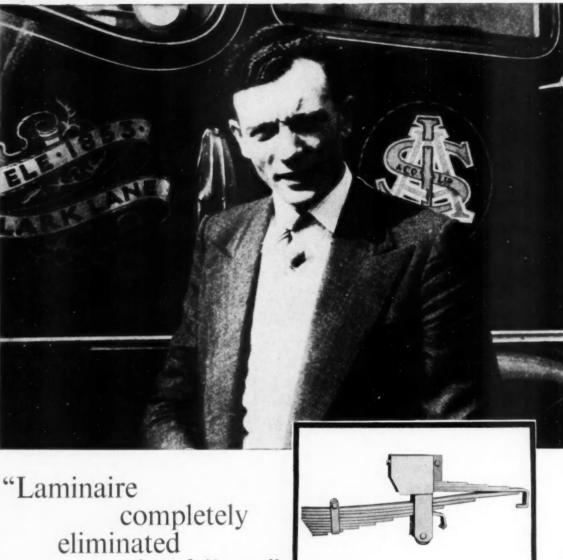
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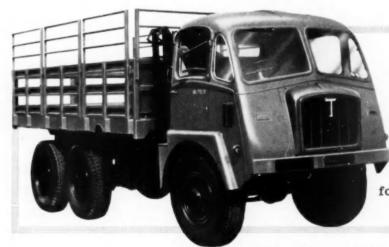
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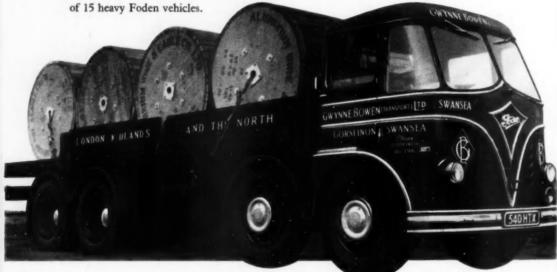


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Elworth Works Sandbach Cheshire. Telephone Sandbach 644 (12 lines) London Sales Office 139 Park Lane W.1. Telephone Grosvenor 5932 As forecast in The Commercial Motor last week, a new Renault 6-cwt. van—the Fourgon—is being introduced at the Glasgow Motor Show today. Main features of the Fourgon, which is based on the recently introduced Renault 4L car, are independent suspension by torsion bars at all wheels, the elimination of all chassis greasing, a sealed cooling system which requires no topping-up, and bolted body construction.

Capacity of the body is 66.5 cu. ft. and access is by a large single rear door hinged on the offside. As an optional extra, the curved section of the roof above the door can be replaced by a

This photograph shows the clean lines of the Fourgon, the bodywork being of pressed-steel panels bolted together for easy maintenance. Overall length is 12 ft.



World Début of Fourgon

hinged flap which can be swung upwards to allow articles up to 3 ft. 9 in. in height to be loaded. The body floor is flat and the spare wheel is located in a separate compartment beneath it.

Bodywork is of pressed-steel panels bolted together to help simplify maintenance, and the main panels are bolted to the all-welded pressed-steel chassis platform. Overall width is 4 ft. 10½ in. and overall length of the van is 12 ft.

The engine fitted in the Fourgon is a 747 c.c., four-cylindered o.h.v. unit with a bore of 54.5 mm. and stroke of 80 mm. Compression ratio is 8.5 to 1 and maximum power output 26.5 b.h.p. at 4,500 r.p.m. and maximum torque 40.5 lb.-ft, at 2,000 r.p.m.

Front-wheel drive is employed, the engine being mounted behind the

front-wheel centres and driving forward through a single-dry-plate clutch into a three-speed gearbox, with synchromesh on second and top, which is combined with the differential unit.

Gearbox ratios are 3.8, 1.84 and 1.038 to 1 with the reverse ratio 3.8 to 1. Final drive ratio is 4.125 to 1. The remote control for the gear change is through a vertical linkage in front of the radiator and then by a longitudinal shaft at the top of the engine compartment, which ends with a cranked section protruding from the dash panel.

Front suspension is by upper wishbones, lower transverse arms and tie rods, longitudinal torsion bars and telescopic dampers. An anti-roll bar is incorporated.

Rear suspension also is independent, by trailing arms and long transverse

torsion bars with telescopic dampers. These are located above and at the rear of the suspension arms, and lie in a horizontal position. Because the torsion bars are placed one behind the other, and the trailing arms are the same length, the right-hand-side wheelbase is 2 in. greater than that of the left-hand side.

Simple adjustment of the torsion bars provides for the alteration of the static height of the chassis to suit particular conditions. The headlamp setting also can be adjusted easily to

This hinged flap above the door is an optional extra which enables articles up to 3 ft. 9 in. in height to be loaded. Body capacity is 66.5 cu. ft



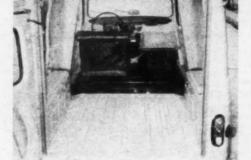
The controls are neatly laid out, the lever to the left of the steering wheel being the handbrake, whilst that to the right is the remote-control gear change.

compensate for changes in height when laden.

The sealed engine-cooling system has a capacity of 8.8 pints of water and glycol. This includes that required for the fresh air heating and demisting equipment which is fitted to the Fourgon as standard.

Hydraulic braking is employed at all wheels, with a pressure-limiting device for the rear brakes. The handbrake operates on the front wheels only. Brake drum diameters are 7.1 in. front and 6.3 in. rear, and total braking area is 54.4 sq. in.

Steering is rack and pinion with compensating springs, and the minimum turning circle is said to be 28 ft. Tyres fitted are 145 x 13. The electrical system is 6V., with a 60/75 amp.-hr. battery.



A Centenarian Looks

OODWILL is a word not readily defined in specific terms. Accountants may quantify it with reasonable accuracy when applied to the ready sale of a wide range of products. The exercise becomes more difficult when the assessment relates to a service. Still more so when it concerns a service which may be performed only once or twice in a generation.

Yet it is precisely such remote goodwill that is the key to the continued success of many removal contractors. Inevitably under such conditions a remover has to be in existence for many years before individual recommendations have substantial effect on his prosperity. But even in an industry in which there is a high proportion of concerns which have been established for many years, the record of John McIntosh and Son, Ltd., of Argyle Street, Glasgow, is exceptional. Established in 1860, it has been controlled by one family from the outset and the present managing director, Mr. George M. McIntosh, is a grandson of the founder.

With over a century of operational experience behind them, Mr. McIntosh tells me that it is not unusual for them to receive what is apparently a request from a new customer only to learn subsequently that the recommendation which brought them to McIntosh came from a grandparent. Moreover, this long family connection within the company is especially reassuring to their customers for this reason, Mr. McIntosh suggests. A household removal is largely a woman's concern. Much more than in the case of the husband, it involves a complete upheaval for his wife, and at such times of stress the personal recommendation of relatives or friends is of vital commercial importance to the remover.

Valuable though such a long record of successful operation can prove, it is the continuing responsibility of the present controller to maintain and expand the goodwill of this family concern. The reconciling of long-established practices with the acceptance of modern developments of proven worth is a continuing process for such operators, demanding shrewd judgment. Moreover, in an age when advertising of goods and services of all types becomes more blatant, personal recommendation may prove insufficient. Publicity appropriate to this particular industry will also be increasingly necessary in the future, although there is the admitted difficulty of ensuring that it is correctly angled.



Mr. J. S. Stewart, (Right) director, and Mr. A. R. Wilson, transport manager, discuss operations at headquarters.



One of 13 Albions in the McIntosh fleet passing by Kelvin Hall, Glasgow. The finish is in light blue with a maroon horizontal band.



An Austin in the McIntosh fleet proceeding along Kelvingrove, Glasgow. Van capacities range from 600 cu. ft. to 1,600 cu. ft.

In discussing the growth of the company, Mr. McIntosh tells me that his grandfather was originally a carrot merchant and market gardener, which led to him entering into the cartage business in Glasgow. As a result, the founder was eventually responsible for all the piano moving and warehousing in Glasgow, a trade which still remains with the company.

All this early work was, of course, done with horse vans and the company had been in existence for over 50 years before the first motor vehicle was purchased—an Ariel. This was followed by the inevitable Model T Ford in 1914

Forward

Founded in Glasgow in 1860, John McIntosh and Son, Ltd., Now Operate a Fleet of 55 Vehicles on Household Removals and Ancillary Haulage

> By S. Buckley Assoc.Inst.T.

McIntosh operate a mixed fleet of 55 vehicles. Here a Thames Trader is travelling along the shore of Loch Lomond.

Alvoso Hove to

A London arrival. This Austin van operated by the associated company of Alfred Bishop and Son, Ltd., is shown outside the McIntosh headquarters, Argyle Street, Glasgow.

and a 5-ton Halley, fitted with petrol engine and built in Glasgow.

After serving apprenticeships with Albion and Thornycroft, Mr. McIntosh joined the family business in 1926 and took over control in 1935 on the death of his elder brother, Mr. John McIntosh. Now he has been joined by his son, Mr. Neil McIntosh, who assists his father in the management of the company.

About 60 per cent. of their work is removals, but, although committed to this extent in an old-established industry, Mr. McIntosh tells me that they nevertheless have to be prepared to adapt themselves to meet changing conditions. The high standard of living generally has resulted in a better class of furniture being involved in an average





Reversing into the McAlpine Street depository, Glasgow, 't has a capacity of 175,000 cu. ft., and houses a customer's service department.

household move, with corresponding demands for a higher standard of service by the remover.

Conversely, however, there are fewer big removals to be undertaken following the decrease in the number of private tenants of large houses. A recent exception was a removal carried out by McIntoshs for the Duke of Argyle from Inveraray Castle to London.

In contrast to the decline in this type of work, the slumclearance policy which is now being implemented in Glasgow will provide a substantial amount of work for several years to come. In some instances, rehousing has been suggested as far away as 70 to 90 miles, following the creation of new towns.

A less favourable repercussion of the policy of slum clearance and subsequent redevelopment in the centre of Glasgow on the interests of removers is the substantial increase in rental charges which the civic authorities are proposing to levy. Mr. McIntosh tells me that a figure of 8s. 6d. per ft. has been suggested, which would, of course, be totally uneconomic when applied to garages and warehouses. In anticipation of this situation arising, plans are being made for the ultimate transfer of the major portion of their headquarters from the centre of Glasgow.



(Left) A removal being undertaken at Glenboig with an Austin van. (Below) Drivers being briefed in the control room at Argyle Street.



Another problem which McIntoshs, along with other operators in the area, will have to deal with in the near future is the direction of new industries to their district. These include the new factory of the British Motor Corporation at Bathgate and the branch of Rootes, Ltd., at Linwood. Obviously, when these and similar factories assume full production the already difficult labour problem affecting removers and hauliers will be increased. Mr. McIntosh tells me that, whilst they are fortunate in having a good proportion of experienced and long-serving staff, it is becoming more difficult to recruit men of the standard they require. In this connection the setting up of a pension scheme for their employees has been considered, but rejected as impracticable whilst the present high rate of staff turnover continues.

Referring to competition within the industry, and despite being an obvious and successful example of private enterprise, Mr. McIntosh considers that the continued existence of an organization of the size of British Road Services provides a valuable stabilizer to the industry. In particular, B.R.S. (Pickfords), are an efficiently run removal organization and must be accepted as a substantial competitor. It is, however, in Mr. McIntosh's view, the multiplicity of small men with little real knowledge of their true operating costs, who cause the greatest damage to the industry by running at totally uneconomic rates.

Expanding Company

Whilst inspecting the depositories of the company with Mr. J. S. Stewart, director, further evidence of their ability to expand their activities to meet the requirements of modern trends was revealed. Adjacent to their 225,000-cu.-ft. depository situated on the banks of the Clyde at Centre Street, Glasgow, C.5, spare ground has recently been converted into a main filling station, with the pumps being rented by a leading oil company, whilst McIntoshs provide a valeting service for vehicles, in addition to parking facilities.

Consistent with the extensive period of operation by this long-established remover, their transport manager, Mr. Arthur R. Wilson, has field that position for 35 years. He tells me that, in line with his own record, 15 of their employees have service records ranging from 15 to 35 years. Despite a higher rate of turnover than they would prefer, about 80 per cent. of their overall staff have been with the company for three years or more.

Relative to their future labour problems and elaborating on the continuing rehousing now being undertaken in the Glasgow area, Mr. Wilson anticipates that many of their own staff who are at present within reasonable distance of their employment may be compelled to undertake longer journeys. When such a situation arises it could be that such employees might find travel to the new factories, such as Bathgate and Linwood (25 and 10 miles respectively from the centre of Glasgow), more convenient to their particular needs. In the meantime, however, there will be the problem of readjustment that will inevitably arise with the rehousing of the McIntosh concern itself in the outskirts of Glasgow.

At present, of the 55 vehicles which make up the fleet, 34 operate on A licence, two on contract A, three on B licence and 16 on C hiring margin. Their own service vehicle is also operated on C licence. As mentioned by Mr. McIntosh, around 60 per cent. of their traffic consists of household removals whilst the balance is also largely concerned with the movement of furniture and household equipment.

Manufacturers' Storage

In addition to the use of the depositories by private householders, manufacturers also make use of McIntosh's warehouses for the initial storage of their products on arrival from areas south of the border prior to their redistribution to retailers. In one instance a manufacturer also rents space in which to accommodate his service department for Scotland.

Despite the almost universal acceptance of radio and television in the home, there is still a surprising amount of traffic to be done in the movement of pianos which, as already mentioned, has always formed part of McIntosh's traffic.

The 16 vehicles operated under C hiring margin serve a central warehouse in Glasgow, three of them being based in Glasgow itself and a further three in Hamilton. A vehicle is based in each of the following towns: Coatbridge, Dunfermline, Edinburgh, Falkirk, Galashiels, Greenock, Kilmarnock, Stirling, Paisley and Ayr. The work of these vehicles consists in replenishing their own shop stores, from which they then make local deliveries in their own areas.

Because a remover's chief loading problem is one of capacity rather than weight, vehicles are usually kept in service for longer periods than would be normal in general haulage. As a result, removers' fleets often include a wide range of vehicles, both as regards make and type. The McIntosh fleet consists of 19 B.M.C. vehicles, 15 Bedfords, 13 Albions, 3 Seddons, 2 Fords, 2 Jensens and 1 Morris-Commercial. Of these, 52 are fitted with van bodies, whilst the remaining three are platform vehicles used for the conveyance of lift vans to the Highlands and Islands, and to the docks for export.

The carrying capacities of these vehicles range from 2 tons to 7 tons, most of the A-licence vehicles being of

the larger type. Correspondingly, the cubic capacities of the vans vary from approximately 600 cu. ft. to 1,600 cu. ft. Whilst Mr. Wilson agrees that there is probably little additional increase in operating costs involved in running a 2,000-cu.-ft. van, it would not prove a practical proposition for many of the removals which they have to undertake. Within large areas of Scotland there are severe limitations on the maximum height of a vehicle due to the existence of low bridges.

Despite this variety of types and makes, some standardization has been achieved as regards the fuel used and 47 of the 55 vehicles have oil engines. Bodies have been constructed mainly by John Gibson and Sons, Ltd., Edinburgh, 6, and are largely of standard specification with both transparent panels and artificial lighting in the roof.

Some of the chassis have been extended by approximately 2 ft. 9 in. by the Bramber Engineering Co., Ltd., Glasgow, E.3, involving the addition of an extra propeller shaft. Six of the latest B.M.C. vehicles have been fitted with Tecalemit automatic chassis lubrication, involving the use of nylon piping, which is giving every satisfaction.

Mr. Wilson tells me that, rather surprisingly, the heavierloaded vehicles employed on long-distance work return a better tyre mileage than smaller vehicles on local delivery, despite the former's higher average speed. The respective average mileages are approximately 40,000 and 20,000, whilst the tyres used are mainly India and Michelin X. These mileages, however, are purposely kept to a conservative figure so as to provide adequate casings for their policy of remoulding whenever possible. This is undertaken by Tyresoles and Regent, in addition to the tyre manufacturers.



The total labour force employed by McIntoshs includes 60 drivers and porters, five maintenance men (including a carpenter engaged on body repairs) and 14 office staff. Because of their long association with Glasgow, they have been involved over many years in the migration of population from Scotland to the south, and particularly to the London area. As a result, the concern of Conder and Knight, London, N.8, was acquired between the wars and now operates under the name of McIntosh, Removers (London), Ltd. This provides a convenient depot from which return loads can be arranged. Additionally, there is also in London the associated companies of Alfred Bishop and Son, Ltd., and Slemmings Depositories, Ltd., whose services are available to facilitate the economic co-ordination of traffic.

Approximately 600 to 700 van loads are moved between the Glasgow area and England during the course of a year, and in order to maintain a regular service approximately 24 vehicles are involved at any one time.

Regarding the recruitment of drivers, Mr. Wilson prefers that they should not be too old as physical fitness must obviously be an essential requirement in the removing trade. Driving tests, as well as a thorough examination of an applicant's credentials, are made in every case, but it is becoming increasingly difficult, Mr. Wilson tells me, to obtain the right type of driver.

Because of the redevelopment now in progress of the central area of Glasgow, any modernization and re-equipment of the maintenance depot at present situated in Argyle Street, Glasgow, C.3, has had to be shelved until plans for the ultimate transfer of the McIntosh headquarters to the outskirts can be finalized. During the interim period bodies are nevertheless reconstructed in the existing maintenance shop, which measures approximately 120 ft. by 75 ft.

In addition to the depository at Centre Street, there is also one near the headquarters situated at McAlpine Street. Glasgow, C.3, with a capacity of 175,000 cu. ft., which houses the manufacturer's service depot already mentioned. Alongside this depository there is a large open yard approximately 80 yards square which can accommodate a good proportion of the fleet.

No mechanical handling equipment is employed at either of these depositories, as it is considered not readily adaptable to the furniture trade. Moreover, the loss of warehousing space through the widening of alleyways to permit the use of such equipment results in a loss of revenue which is not recouped by more efficient handling, even if this is, in fact, achieved.

Mr. Wilson insists that their whole approach to the policy

of maintenance is that they are not in business as mechanics. Whilst it is his job to operate the vehicles as efficiently as possible as regards the loads they carry, they consider that it is in their best interest to do as little maintenance as possible themselves and make the maximum use of replacement units and outside services.

This Centre Street store has a capacity of 225,000 cu. ft. Spare ground alongside has recently been converted into a filling station.

Considerable emphasis is, however, placed on regular and expert checking of vehicles to Ministry of Transport standards as a preventative in the interests of both safety and efficient operation. In this connection, long-distance vehicles have a complete examination every seven to 10 days. This, in turn, is dependent to a large degree on the accuracy of the driver's

report which, again, is determined by the standard of

labour it is possible to obtain.

According to the type of work on which they are employed, annual vehicle mileages range from 12,000 to 45,000. After a vehicle has spent approximately eight years on long-distance work it is transferred to local delivery, on which it completes its total life, varying from 10 to 15 years. Some of the Albions have now run over {m. miles.

As an indication of how a sample load is dealt with by their traffic department, the originating instructions could be received from the customer either by letter, telephone or personal call. An entry is then made in the office diary and a suitable vehicle allocated to undertake the work.

When a driver's work has been made up for the following day, four copies of his instructions are typed out and, assuming the load is bound south of the border, one copy is sent to the London office, on which the leaving time is entered as an indication of the probable arrival time. A copy is given to the driver and two retained at Glasgow.

Services Services and Services Services

(Left) A section of the chart used by the Roads Department to indicate mainroad conditions.

(Below and right) Two views of the Rôlba-Unimog rotary plough in action in drift snow. Note that high winds have swept the snow off the fields where it has drifted to the roads.



A T the beginning of November each year, the Aberdeenshire snow clearance programme stands ready to be
put into immediate action as soon as the need arises.
From then until March the necessary men and machinery
are available throughout the county at strategic points
where they can commence operation with the minimum of
delay. With plenty of ground more than 1,500 ft. above
sea level in the west of the county, and very little standing
in the path of any wind that might blow from the region
of the North Pole, Aberdeenshire has good reason to place
high priority on keeping its highways clear.

Three features are of special importance with this system adopted by the county authorities. The first is the possession of a large and powerful fleet that includes high-capacity snow-cutting machines. Secondly, there is the circulation of information through police channels so that road users can quickly and easily obtain an up-to-the-minute report on the conditions of any main route they wish to use. And finally, there is an arrangement with a number of farmers to hold snow ploughs at carefully chosen places and to use them when necessary to open up minor roads, thus increasing the effectiveness of clearing the main arteries.

Within the county boundaries lie 2,383 miles of road, which are divided into approximately 109 miles of trunk highway, 384 miles of class I, 306 miles of class II, 719 miles of class III, and 865 miles of unclassified roads.

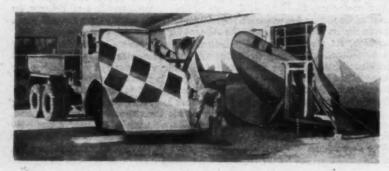
The responsibility for snow removal rests with Mr. J. W. Fenton, the county surveyor, whilst immediate control over the working of the plan is exercised by the deputy county surveyor, Mr. G. B. Cram. The authority owns all the requisite mobile equipment needed to cover the area, with the exception of one Bros rotary snow plough and one Mack vehicle fitted with a high-lift plough and gritting body, both of these being the property of the Scottish Home Department.

For the rest, there are two large Rolba-Kloeckner rotary ploughs which have 90-h.p. air-cooled engines, for propelling the units. The snow clearing mechanisms are driven by 180-200-h.p. 12-cylinder air-cooled oil engines, which are carried in the rear of the van bodies. The ploughs clear a width of 8 ft. 4 in., which can be increased to 11 ft. 6 in., and a capacity of 1,500 tons of snow per hour. These are supplemented by a somewhat smaller Rolba carried on a Unimog chassis, this having a 110-125-h.p. plough engine and a capacity half that of the larger model.

More conventional equipment includes 22 large V-ploughs, giving a 9-ft. cut, which are attached to Mack tractors and A.E.C. tankers. In addition, there are 35 medium V-ploughs fitted to all-the-year-round haulage vehicles and 41 straight or scraper blades for attachment to haulage vehicles of the 5-ton class, these being used particularly for follow-up work.

They are especially useful in times of thaw when snow turns to slush.

The heavy Rolbas are geared down to suit the forward speed of the rotary ploughs which, when operating in heavy snow, will be approximately 0.48 m.p.h. Selected drivers from the highways staff are trained to handle the rotaries because, unlike the V-ploughs which are merely attached to



This large V-plough attached to a Mack tractor and the other ploughs of varying Sizes are awaiting dispatch to key parts of the county.

Master Plan Spells Snow - free Roads

by Ashley Taylor, A.M.I.R.T.E.

Highly Geared Snow Clearance Programme in Aberdeenshire Always Ready for Immediate Action



Mr. Giles of the Roads Department by the planning maps used in snow-clearance operations.

heavy lorries, the specialist units have a number of entirely different controls to operate and close attention is necessary in order to extract top performance from these machines.

The Mack tractors and A.E.C. tankers are all used exclusively for snow clearance and are of ex-W.D. origin. Originally they were petrol-engined, but it has been found worth while to replace the power units with oil engines, the

maker's own diesels being sold for the Macks and Gardner oil engines for the A.E.C. chassis.

At one time, if any of the heavier ploughs became ditched in the course of operations, the dispatch of another heavy vehicle for rescue work was necessary, so reducing the ploughing strength elsewhere. However, the county have purchased a further oilengined Mack and equipped it with a 10-ton crane so that a complete recovery service can be provided without any reduction in the actual work of snow removal.

Operationally, the territory is split into three divisions each under a divisional surveyor. Further sub-divisions split up into nine districts, each of these being under a supervisory foreman located at a roads depot headquarters. Clearance work is based on these depots. They hold the main items of equipment, although for quick starting a number of suitable units are outstationed.

The first division covers Turriff, Fraserburgh and Peterhead, the second includes Deeside, Huntly and Alford, and the last division has it main centres at Aberdeen, Ellon and Garioch. There are 10 main locations for heavy equipment.

Priority for clearance is given to bus routes and main roads and when operations are in full swing there is no question of a plough coming to a halt on reaching its district boundary. Obviously, one unit may have a much easier run than its opposite number, so the rule is that they carry on forward until they meet.

Once the priority duties have been completed the work continues on the lesser roads. At the same time, farmers up and down the county, who hold the authority's snow ploughs in their possession, work to improve the situation on the by-ways in their particular areas; in due course they are remunerated for the hours spent on this task.

The idea of placing equipment in the hands of farmers was first tried out in 1959 when six ploughs were supplied for attachment to farm tractors, the object being for them to work on unclassified roads and, wherever possible, to link up with clearance teams on the through roads.

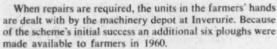
They generally operate within four to six miles of their own land and, keeping in contact with the supervising foreman, try to get through to the county's own team. Where they encounter conditions that make it too difficult for them to effect any kind of clearance they communicate with the local headquarters or with Aberdeen and notify them of the need for heavier plant to be brought into action.



A detailed view of the Rolba rotary ploughing blades carried on the Unimog chassis.



(Above) The larger Rolba-Kloeckner rotary plough driven by a 90 h.p. air-cooled engine. It has a clearing capacity of 1,500 tons of snow per hour.

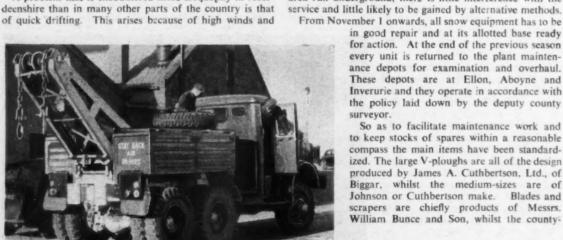


Both the ordinary road foremen and the farmers start work on their own initiative as soon as the need to do so becomes clear. The supervising foremen remain by the telephones in their own depots so as to maintain contact between the teams on the road and the control room at headquarters. At least twice a day the men telephone their reports on the situation as it concerns them.

An operational map divided into districts indicated by colour, is on view in the control room. Each route is numbered and every divisional surveyor and supervising foreman has corresponding maps so that the portions of road that required attention, or have been cleared, are identifiable with certainty even in the course of a telephone conversation. Where a road is reported blocked by snow its line is marked over in red and when cleared the red is rubbed off and replaced by green.

Throughout the county there is close liaison between the surveyor's staff and the police. All concerned are in possession of an Information Report form which facilitates the recording of road conditions on over 50 sections of main road, morning and afternoon, for a week. At times when snowstorms are raging, notification of the situation is sent out twice daily to the various police sub-divisions.

A problem that is encountered more frequently in Aberdeenshire than in many other parts of the country is that





Fitting a detachable quickly gritting unit to an A.E.C. Grit is fed through the chute in the floor

it is not unknown for them to necessitate fresh drift-removal operations when the road had been cleared 24 hours previously and there had been no further fall.

The use of the marked map to chart progress gives an at-a-glance picture of the manner in which any snowstorm is developing and the effect it will probably have on traffic in the county as a whole. If the indications are that some areas are likely to be untouched it is then possible to dispatch certain of the standing equipment from those parts to places more seriously affected. Even where a snowstorm covers the whole county the low-lying and coastal areas are likely to be the more quickly cleared and when it is reported that the task has been completed the decision may be taken to reinforce the more heavily hit neighbourhoods by equipment from other points.

Apart from routine messages, at times of stress other information comes into the control room throughout the day and night including urgent appeals for roads to be cleared in order that ambulances may pass or supplies of cattle feed may be obtained. Throughout its operation the system depends on the use of the telephone for the purpose of communication. Other means such as radio have been suggested but, as 90 per cent. of the telephone lines in the area run underground, there is little interference with the service and little likely to be gained by alternative methods.

> in good repair and at its allotted base ready for action. At the end of the previous season every unit is returned to the plant maintenance depots for examination and overhaul. These depots are at Ellon, Aboyne and Inverurie and they operate in accordance with the policy laid down by the deputy county surveyor.

> So as to facilitate maintenance work and to keep stocks of spares within a reasonable compass the main items have been standardized. The large V-ploughs are all of the design produced by James A. Cuthbertson, Ltd., of Biggar, whilst the medium-sizes are of Johnson or Cuthbertson make. Blades and scrapers are chiefly products of Messrs. William Bunce and Son, whilst the county-

The Mack breakdown truck, which is used for towing out snowed-up ploughs.

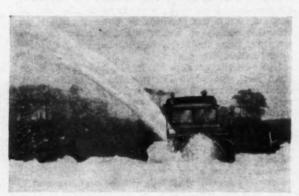
type ploughs and so on come from Messrs. Greys of Fetterangus

Of the three machinery depots mentioned earlier. Inverurie, the largest, has a staff of 22, whilst Ellon and Aboyne have 11 each. They are all skilled men and apart from mechanics there are blacksmiths, turners, joiners, and coachpainters. They of course, maintain the department's road vehicles, concrete mixers, rollers and, in fact, practically every kind of civil engineering plant, in addition to the units required for snow ploughing. Furthermore, maintenance work is also performed for the county Amenities Department which carries out functions largely similar to a parks and cemeteries department.

The engineering routine is of a preventive nature. Each unit is brought into the workshops for attention when a predetermined number of hours have been worked. Spare diesel engines are carried for the Macks so that in the case of breakdown they can be fitted without delay.

From the operational angle also a certain amount of effort is made at prevention. Away in the western part of the county, bordering on the Grampian Mountains, there are parts which are particularly liable to blockage as a result of the snow drifting in high winds. At such points the practice for many years has been to erect snow fencing, in the form of chestnut paling, at a suitable distance from the edge of the road and without a doubt this procedure has saved much hard labour by the snow teams.

When a severe storm develops, all the rotary and high-lift



Another view of the smaller Rolba rotary plough in action. Note the depth of snow being cleared and the force with which it is blown out.

ploughs are double-manned on a separate shift system so that the machinery is kept going for a minimum of 16 hours a day and often, where emergencies such as ambulance calls develop, for very much longer.

Three years ago the county knocked up a score of 16,000 hours on snow clearance and the total cost in the 1958-59 year was £63,100. Twelve months later the campaign ran out at £62,500. In 1960-61 the charges went down with a bump to £24,800 for, as in the rest of Britain, the winter was mild with little snow, although intensive gritting was still necessary.

Although less spectacular the road gritting plan is nonetheless essential, for the frequent high winds in winter are liable to cause treacherous conditions for the road-using community in Aberdeenshire. To deal with this problem, 63 of the department's general service lorries have been fitted with Tuke and Bell gritting attachments which are driven off the rear wheels of the vehicle. A hatch for the output of grit is opened in the floor of the lorry and it is distributed forward of the rear wheels, so doing much to



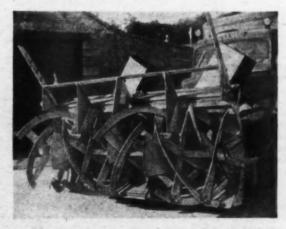
This A.E.C. unit is being measured up for attachment of a small scraper blade plough.

ensure the road holding qualities of the spreading vehicle.

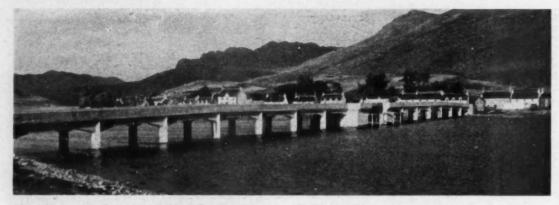
Gritting proceeds on very much the same general lines as snow clearance, except that heavy chassis, such as the Macks, are not used for gritting, the only exception being the one such vehicle which is the property of the Scottish Home Department.

An early patrol is carried out when the temperature is low in order that gritting may be started sufficiently early to ease the path of the buses, milk collection services and others who start early in the morning. Should conditions deteriorate in the course of the day, the crews may be called out to grit the roads again in the afternoon or even at night, if it is required.

Records show that January and February provide particularly difficult conditions, with frequent frosts, and during that period thrice-daily attention is nothing unusual. Grit and sand stocks are maintained at strategic points throughout the county, mechanical shovels of Chaseside and Weatherall manufacture being available for loading the gritting machines.



A close-up of the blades of the Rolba-Kloeckner plough for clearing widths from 8 ft. 4 in., to 11 ft. 6 in. Power is taken from a 12-cylinder oil engine.



Built by William Tawse Ltd., this reinforced concrete bridge at Dornie Ferry, North West Scotland, is typical of the isolated areas in which many of their vehicles operate.

Remote Control for Large Civil

PLEXIBILITY is road transport's greatest asset. When applied to civil engineering this asset is tested to the utmost, especially when the work undertaken is in the sparsely populated areas of the west highlands and islands of Scotland. In such circumstances the initial approach in determining a policy on which an efficient transport organization can be built must differ substantially from what would be considered normal practice relative to general haulage or more usual forms of ancillary operation.

The manner in which road transport meets the requirements of civil engineering in North Scotland is well exemplified in the transport operations of William Tawse, Ltd., civil engineering contractors of Aberdeen and Inverness. Founded in 1896 by Peter Tawse, grandfather of the present managing director Mr. Bertram W. Tawse, the headquarters of the company have remained in Aberdeen and the present head office was originally a country house on that city's boundary.

The yard alongside, which adjoins the famous Rubislaw Granite Quarry, occupies an area of seven acres, and contains workshops capable of dealing with the complete maintenance of all types of contractors' plant and transport. Additionally, temporary structures, falsework and incidentals for use on contracts are also prepared here. The branch office and yard at Inverness permits some decentralization of control.

Changes Brought Repercussions

Changes in civil engineering practice have had their repercussions on road transport requirements. Earlier road contracts undertaken by William Tawse were carried out using granite setts, but these have gradually disappeared following the use of rubber-tyred vehicles. Similarly, county roads have changed from water-bound macadam to various forms of bituminous macadam, asphalt and concrete surfaces. To cater for this demand, mobile plants are available for crushing stone, mixing bituminous macadam and mechanical spreaders for final laying. These are now in use throughout Scotland.

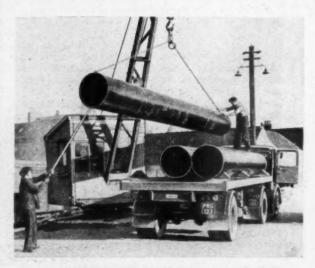
In a number of areas in the north, permanent quarries are operated, but on the larger contracts temporary quarries are opened to economize on haulage. For this, however, much quarry and compressed air plant has to be conveyed to the site. A recent development and added transport problem is the opening and operation of a quarry in Wales to supply material for hydro-electric projects.

Other work undertaken by William Tawse includes reinforced concrete bridges, an example of which is the one at Dornie Ferry, which has an opening to allow the passage of shipping up the loch. Harbour and pier works are also carried out throughout the north and west of Scotland, whilst the provision of water supplies is an important section of regular work, a recent example completed being the supply to Dounreay nuclear experimental station.

Hydro-electric development in Scotland has provided much work for which the provision of access roads, aqueducts, intakes and reservoir clearing form an important part of the contracts. As coast erosion becomes an increasingly serious problem, sea defence contracts are increasing, as are the provision of oil storage and ship bunkering facilities.

An ancillary operation is the quarry in Caithness that supplies Caithness slabs and slates for renovating old buildings, because of their blending properties. These are delivered throughout the British Isles and are also exported.

To meet the requirements of such a variety of work



Here a York trailer, coupled to a Leyland tractive unit, is being loaded with steel pipes at Aberdeen.

The tarmacadum plant at Angusfield, Aberdeen. An Albion tipper is being loaded, with an Austin drawn up alongside.

spread over a wide and desolate area, a fleet of 122 vehicles is operated by William Tawse, supplemented by hired transport as required. Of this total, 26 cars are provided for the directors and staff, and 21 Land-Rovers for use by engineers and foremen.

Of the remaining 75 commercial vehicles, 15 are passenger vehicles based on Bedford and A.E.C. chassis. As will be expected the bulk of this civil engineering contractor's fleet consists of tippers. Of these, 25 are of 5-ton capacity based on chassis of Austin,



Engineering Contractor's Fleet

Efficient Operation of 122 Vehicles Dispersed Over a Wide Area of Scotland is a Continuing Problem for William Tawse, Ltd., Civil Engineering Contractors, Aberdeen

by a Special Correspondent



Mr. Walter T. Watson, controlling a scat-tered fleet.

transport manager, has special staffing problems

Bedford, Ford or Morris manufacture. There are also 10 Albion 8-ton tippers and three Leyland, as well as five Chevrolet four-wheel-drive vehicles

Other vehicles include two Scammell 25-ton low-loaders and one E.R.F. tractor with a 25-ton low-loading Dyson trailer, these vehicles being employed on the transporta-

tion of such things as excavators, bulldozers, road rollers, tarmac spreaders and similar equipment. There are also two maximum-load Leyland platform vehicles, one rigid and one articulated, used for the conveyance of mixed loads. The remaining 12 vehicles consist of small vans and pick-ups of Austin and Ford manufacture.

Vehicles are normally purchased in cab and chassis form from the manufacturer, while the bodies are built locally at Aberdeen or by William Tawse themselves. A wood construction with steel lining is preferred because steel bodies are unsuitable for the conveyance of material such as tarmac. In some instances, vehicles are operated off the public highway for a sufficient period of time to justify them being unlicensed. The buses and 12-seaters are licensed as private cars, whilst the goods fleet operates under a carriers C licence.

With such a wide area of operation, day-to-day control of drivers is the responsibility of engineers on the site. When 12 or more vehicles are allocated to a particular site, a transport fitter is included as part of the site establish-

But even when fewer vehicles are operated on a site the services of a fitter primarily engaged on the maintenance of civil engineering equipment and machinery are available.

Many of the staff of this old family concern have been with the company for many years and the transport manager, Mr. Walter T. Watson, tells me that he himself has 21 years' service.

In addition to the many problems which inevitably arise as a result of the wide and remote dispersion of a fleet,



Another Albion 8-ton tipper here being loaded with crushed granite from a stock pile near the famous Rubisław Quarry.

Mr. Watson has special staffing problems. As is often the case when a new contract begins it is known that its duration will be for an extended period, possibly of a year or more. As it would be uneconomic to import labour and pay extended subsistence allowances, as a general policy local labour is recruited wherever possible. Such labour may often have limited experience of the type of vehicle they will drive, but because of the remoteness of many of the areas both the supply and choice of labour may be even more limited.

In such circumstances the vetting and training of driving staff which might be considered essential to efficient operation in other forms of transport is obviously impossible. In fact, Mr. Watson may not even see many of his driving staff during the course of their employment and yet have to rely on the verbal message from an isolated site, possibly several hundred miles away, as to the diagnosing of any engine failure and replacement unit required.

Diagnosis Example

Citing a recent example of such an occasion, Mr. Watson received a message from one of his drivers operating on the Benbecula Causeway in the outer Hebrides that there was a suspected fault in the gearbox of the vehicle. The replacement gearbox was dispatched by air from Aberdeen the same day at 4.30 p.m. arriving at its destination in the outer Hebrides at noon the following day. The cost of such a freight service is naturally high—in this instance around £7—but it is an inevitable expenditure if such a far-flung service is to be maintained. The alternative time by surface transport, even if the several connections were made to schedule between rail and sea, would be around three days.

The size of-tipping vehicles is necessitated by the many miles of single track road which exist in the west coast and islands of Scotland. If larger vehicles were used there might be instances where it would be necessary to make a 10-mile detour even to turn round. Considerable difficulty is experienced, for the same reason, when operating the

27-ft. long buses run by the company.

The location of the fleet, in addition to Aberdeen and Inverness, is determined by the contracts on hand at any one time, and whether they are large enough to justify a nucleus of their own transport being available. These vehicles may then be supplemented by hired local transport, which would return to their individual home base each night, whilst the vehicles of William Tawse would remain on the site overnight.

The basic traffic carried by William Tawse vehicles is contractors' equipment on the heavier vehicles and low loaders, and all types of road and civil construction materials on the tippers, including boulders up to \frac{1}{2}-ton each

and tarmac.

Empty Running Problem

A persistent problem confronting Mr. Watson is the high proportion of empty running which is inevitable with vehicles engaged on civil engineering work. In addition to the tippers invariably carrying their loads one way only, the duration of most of their contracts is such that the heavier vehicles taking equipment to the new site return empty after the first journey and make a further return trip on conclusion of the contract.

As a result of the nature of their work, especially when opening up a new site in a remote area, vehicles are subject to heavy usage, much of which is unavoidable. Additionally, due to the wide dispersion of the fleet, supervision of the driving staff presents considerable difficulty.

The 15 passenger vehicles operated by William Tawse are licensed as private cars and after transfer to the site to

which they have been allocated, convey workmen either from the nearest town or village to the site, or from the specially erected camp to the actual point of operation. This latter point may of course vary as construction proceeds.

Once delivered to the site, these buses run only a small mileage each day, say from 10 to a maximum of 60 miles for the return trip. Additionally, and of especial benefit on the remoter sites, these buses provide shelter for the work-

men to have their midday refreshment.

In contrast to other types of transport operation, the policy of maintenance and overhaul of vehicles is largely dictated by the period of any particular contract on which vehicles may be engaged. Such periods may run from a few months to four years. It is Mr. Watson's policy to completely strip down to the chassis, vehicles returning from an extended contract and to determine generally by condition, rather than mileage, the amount of replacement to be undertaken.

The transport workshop is sited alongside the headquarters at Angusfield, Aberdeen, and is heated by hot air from a fuel-oil furnace manufactured by Dravo Heaters.

Specialist Workshop

As mentioned earlier, a large repair and maintenance workshop primarily for civil engineering equipment is sited alongside the transport department and is available for special work required on the commercial vehicles if necessary. The equipment here, in addition to a variety of lathes and drills, includes gas and electric welding plant.

A major feature of the maintenance organization is the extensive stores of spare parts kept at the Aberdeen head-quarters. Although this is limited to relatively fast-moving parts, over 2,000 items are involved. Because few maintenance facilities are available on many of the sites, it is essential that if a breakdown should occur, the necessary replacements can be drawn from stores immediately and sent—by air if necessary—to wherever they are required. The majority of the actual stores bins are of metal construction supplied by Acrow (Engineers), Ltd., London, W.2. To save space units are arranged in three banks which are movable on runners.

To supplement the value of this well-equipped stores, Mr. Watson maintains a comprehensive system of record cards for every vehicle. On these are detailed every part of a vehicle which could conceivably require replacement, with all relevant information such as type and make where proprietary equipment is involved.

Bulk Fuel Supplies

In addition to all spare parts being sent whenever possible from the Aberdeen headquarters to whatever site they are required, rather than being purchased locally (which in many cases would not be possible), it is also the company's policy to install bulk fuel supplies for transport vehicles and contractors' equipment on the site where the contract is large enough and of sufficient duration.

Based on his long experience in operating a variety of vehicles on civil engineering work under difficult conditions, Mr. Watson suggests that there would be a ready market for vehicles used on their type of work—and particularly tippers—which could be purchased with optional trans-

mission specification.

Thus he believes that there are many types of job where the user would derive considerable economic benefit from being able to purchase say a 5-tonner with 7-tonner transmission equipment. When rough usage is inevitable, it is invariably the transmission system which gives the most trouble and on which the operator would be prepared to spend a little more initially to avoid not only the cost of repair but—more important—the loss of use of the vehicle at an inconvenient time and place.

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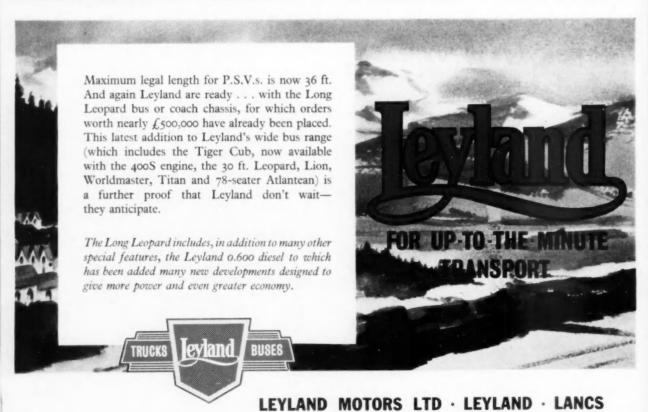
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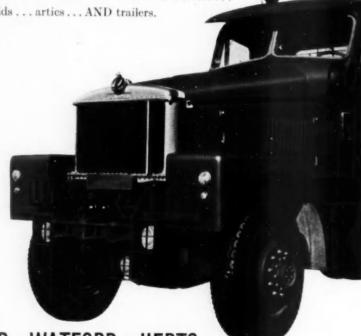
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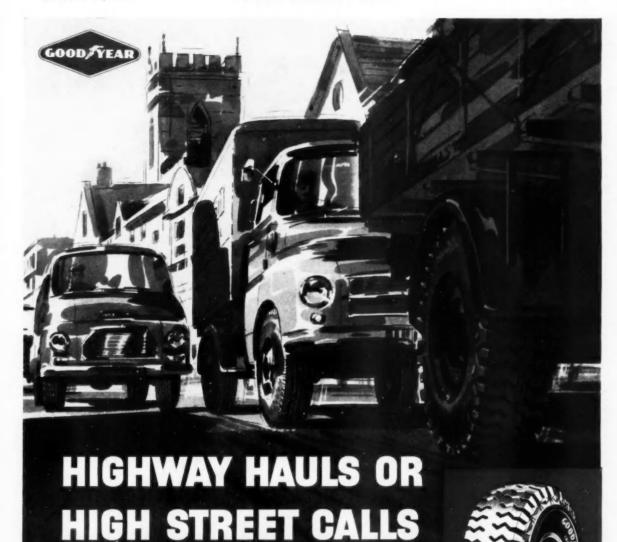


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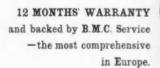
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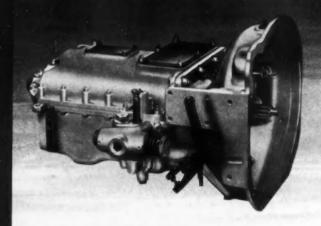
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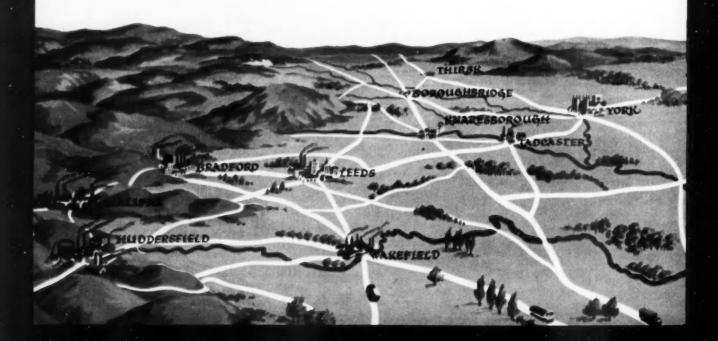
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Manuelrigg Garage, Maddiston, the headquarters depot of the Smith Group, showing, left to right, the warehouse, fuel pumps, administration block and the repair and maintenance block.



By Henry T. Norman

Success of Go-ahead Scottish Trunking Group Continues. Director Brothers Look to the Continent for Future Expansion

HINKING of selling up? Then go and see Smith of Maddiston first." I have heard these words, or similar words used on more than one occasion between hauliers, fed up no doubt, with the stresses and strains that accompany the day to day running of vehicle fleets these days.

To most regular users of trunk routes in England, Scotland and Wales, the name Smith of Maddiston conjures up an operator with seemingly hundreds of smart maroon and cream-coloured vehicles, neat, clean and immaculate in appearance and all looking more or less identical. They have eye-catching headboards bearing the company's motto, "Smith for Service," and carry an equally impressive insignia on the sides of their cabs.

But who are these operators—just how many vehicles have they got, and where is Maddiston. Although their story was told some years ago in The Commercial Mo:or, I recently ventured northwards across the Border to learn

at first hand the answers that go to make for successful operating and to see how things had progressed.

The company's headquarters at Maddiston is not far away from Falkirk in Stirlingshire, some 25 miles from Glasgow and a little nearer to Edinburgh. It is in an area that was recently described to me as "real haulier's country," for nearby, is the large and well known fleet of Russell of Bathgate, and Road Services (Forth) have their headquarters at Falkirk.

With between 250 and 300 vehicles at their disposal (they are not sure of the exact figure), operating from six major depots-Falkirk, Glasgow, Alloa, Stockon-on-Tees, Wigan and Birmingham-it is difficult to imagine that only 30 years ago the company's "fleet" consisted of one coal lorry, and second-hand at that.

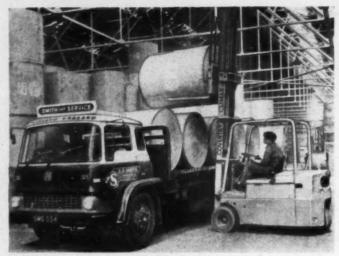
The present joint managing directors, James and Alexander Smith, at that time persuaded their father, the late Mr. James Smith, that there was a future in road



This A.E.C. unit, clearly demonstrates the group's distinctive headboard and livery. Servis recorders are fitted in all cabs.



One of the company's articulated tankers, used for bulk trans-portation of silica between Warrington and Grangemouth docks.



haulage and a vehicle was purchased solely for the carriage of coal. Indeed, Mr. J. L. Rule, the divisional manager of Scottish B.R.S. (Parcels), Ltd., proudly claims that his father sold the Smiths their first bag of coal!

For three years, working round the clock in three shifts, father and sons kept the vehicle in continual use and eventually, ploughing all the profits back into the business—a practice that has been continued throughout their history—they were able to purchase two further second-

hand vehicles, to enable them to enter the field of general haulage.

They obtained a contract with a local iron foundry for the transportation of gas cookers to Aberdeen and they began carrying fish from local markets into Glasgow. It was at about this time that the company turned their mind towards the possibility of operating a trunking service.

Gradually, over an extended period, extra vehicles were added to their fleet and, at a time when road transport became recognized as a serious competitor to the railways, the Smiths began regularly operating services to the north of England and the Midlands.

By 1939, James Smith and Sons, as the company was then called, were running a number of new vehicles—Leylands and Bedfords—which they purchased out of profits.

During my recent visit to Maddiston the Smith brothers told me that they considered, bearing in

mind licensing difficulties, that one sure way of obtaining more vehicles was to purchase whole businesses and then, as allowed by statute, taking over the vehicles together with the appropriate licences, subject, of course, to the Licensing Authority's approval.

They actually commenced doing this as long ago as 1946. In that year they made their first "take-over bid," which was accepted, and purchased the nearby four-vehicle business of a Mr. D. Smith, of Avonbridge. Later in that same year they took over another business consisting,

Much of the traffic carried emanates from the docks at Grangemouth, only four miles from Maddiston. Here a Bedford TK rigid vehicle is being mechanically loaded.

again, of four vehicles, from J. and J. Keir, of Camelon, near Falkirk.

With the opening of the British Aluminium Company's new rolling mills at Falkirk, Smiths were provided with a fine opportunity for the advancement of their ambitions. In the face of keen competition they successfully tendered for the haulage of processed aluminium, which was to be produced on a large scale, between the factory at Falkirk to many of the major towns and cities in the Kingdom and in particular to London, Portsmouth and Southampton. To enable them to cope with this and in order to continue the service hitherto given to their existing customers, they purchased a number of vehicles, both new and second-hand.

With so much traffic going southwards to England, it was decided to establish depots and

in 1954 the company acquired premises at Bryn, near Wigan, where vehicles could be accommodated and staff installed to deal with back-loading of vehicles and so on. Shortly afterwards they obtained and established a London depot at Brentfield Road, Willesden, to deal with the vast amount of aluminium traffic—its transhipment, storage and distribution and so on.

Within the past four years the company were able to add Alloa, Glasgow, Stockton-on-Tees, St. Albans and Birming-

ham to their list of depots. (They recently changed their site at Wigan to larger and more spacious premises at Newton-le-Willows and moved their London depot to a more convenient position outside London at St. Albans.) Approximately 30 vehicles are kept at each depot for collection and delivery "feeder" services and reciprocal trunk running, with limited facilities for maintenance—major work is undertaken at Maddiston—and storage

Communications between the various depots are maintained by Telex machines, operated through the General Post Office. The Smiths reckon that at £160 per machine for the rental, plus the cost of calls, they can achieve an economical link-up with branch managers. Previously, contact between the offices, the depots and even drivers, was maintained through the ordinary telephone trunk-call system, which was costly and resulted in a blocking of the

lines with incoming calls when "cheap time" had commenced. Now, within seconds, each depot can be contacted and, more important still, a permanent record of the context of every message sent and received can be kept for future reference,

Always with an eye to the future to enable forward planning, the company recently inaugurated regular meetings between the directors and depot managers, held at the Maddiston headquarters, where ideas are sought and discussed "man to man." Not only do the directors put



A familiar sight on trunk routes up and down the country. The company hope that their motto "Smith for Service" will soon become as familiar on continental roads.

forward their own plans, but invite and discuss ideas from their managers. One or other of the directors visits the depots and offices at irregular intervals. "This keeps them on their toes," contends Mr. James Smith.

A natural development from the extensive haulage facilities being provided was the formation of a company known as Smith Storage Company (Falkirk) which, as the name implies, specializes in storing the large varieties of goods that the company carry for their regular customers. At strategic points throughout England and Scotland stores have been set up offering over 8m. cu. ft. of covered accommodation.

Warehouse space available includes 1m. cu. ft. at Camelon where, in 1955, a redundant factory was converted into a specially thermostatically controlled store for the safekeeping of aluminium. A further 1m. cu. ft. is available at Paisley, 500,000 cu. ft. at Port Glasgow and 250,000 at Greenock. As well as these stores, space is available at most of the depots, all of which are equipped with fork-lift trucks and elevators.

The fleet consists mainly of heavy vehicles and includes a large number of multi-wheeled Leylands and A.E.C.s. Albions, Bedfords and Thames Traders are used for lighter traffic, both local and long distance. Whilst ever trying to maintain standardization of fleet vehicles, experience has proved that the six-wheeler is more suitable for the company's type of operation, and, with this in mind, they have recently obtained a number of Albion Reivers.

They believe in selecting the most suitable kind of vehicle for the particular job in hand and operate a large number of articulated units and trailers, the majority of which are B.T.C.s. Experience has shown that, whilst rigid vehicles are better for high and heavy loads, artics. are more economical to use for traffic to and from the docks, where delays are often experienced. The company also have a small number of articulated tanker vehicles.

Distinctive Insignia

Nightly trunk services are operated to the south, with general goods from Glasgow, Edinburgh and Falkirk. These are augmented by daily services to London and the Midlands, plus other regular runs with vehicles operating under contract. All vehicles are fully employed operating in both directions, and sub-contracting has to be resorted to at depots in order to cope with demands.

A very active interest is taken in the appearance of the vehicles. A distinctive group insignia has been devised and this, together with the effective colouring, is advertisement enough for the fleet. The "Smith for Service" headboards, which can be illuminated at night, have been a feature since early days.

Mr. James Smith told me that his company consider that the first criterion in any haulage business is the driver. The welfare of drivers is very much to the fore and bonus schemes have been devised to encourage the safe arrival of loads and careful handling throughout the haul. Within the past 12 months a superannuation scheme has come into being and drivers can retire at the age of 55, although, in some cases, they may be allowed to work until they are 60 years of age.

Manuelrigg Garage, the headquarters of the organization, has gradually been developed over the years to cope with the ever-increasing size of the fleet. In June, 1954, the business was converted into a limited liability company, and the title was changed to J. and A. Smith of Maddiston. In the same year a building next to the garage was bought and converted into an administrative block, which houses a staff of 35. Recent development has included a modern maintenance shop, a concrete run-in and fuel injection pump stand, with tank storage space for 10,000 gallons, and a

main garage. A wash bay, steam bay for cleaning tankers and a transhipping bay have been incorporated and, with an eye to the future, spare land on one side of the garage has been purchased and will form part of the site.

Continuing the company's policy of being as self-contained as possible, a local coach-building firm was purchased. The premises, formerly owned by Campbell Brothers of Falkirk, are equipped with a sawmill, woodworking machinery and a sheet-metal department. Vehicle bodies are built completely to the company's requirements and are painted in the paintshop, which forms part of the premises.

When Mr. James Smith, senior, retired from the business, his eldest son, James Smith, junior, was appointed chairman and joint managing director with his brother, Alexander Smith. Both brothers share a single office in the administrative block, with a commanding view of the whole depot. Both occupy houses with their families only



One of the Group's Stockton-based artics, being loaded at Middlesbrough docks. A spare trailer stands alongside.

a few hundreds yards from the depot and are therefore immediately available if required.

There is no doubt that a visit to the Smith headquarters would impress one with the air of enthusiasm that exists not only among the administrative staff, but in the depot itself. The accent always is towards youthfulness—particularly among the executives of the company.

Up to now, their story has been one of success. The Smith brothers attribute this to three major factors—forward planning, team spirit and a personal interest in customers.

They believe that the days of the small man, whether he be a grocer or a haulage contractor, are over. They aim at having a network of depots all over the country, with vehicles always available and ready to undertake any type of haulage, anywhere.

In company with other go-ahead hauliers, they have their sights set on Europe and the Common Market. They are confident that, providing Britain's northern ports are used by vessels of Common Market countries, trans-Continental operations—the vehicles travelling right through to their Continental destinations—are feasible. There is no doubt that when this happens, if the company find it to be an economic proposition, the familiar motto "Smith for Service" will become as well known on Continental trunk roads in the future as it is now on the A1 or the M1.



New B.M.C. Models

The new FG-K100 Low-Loader 5-tonner is fitted with 17-in. wheels, which give a loading height of 3 ft. 5\frac{1}{2} in.

ANNOUNCED this week, a B.M.C. 1½-litre 40-b.h.p. diesel engine and a forward-control low-platform 5-tonner, equipped with an F.G. cab, are being exhibited for the first time at the Scottish Motor Show. The 18-ton gross-train-weight prime mover and 5.7-litre oil engine (shown to fleet users at the Morris Commercial Show at Longbridge in May) are also feature exhibits. Other new B.M.C. models include an Austin export-only 6-tonner and export versions of the Austin 1½-ton and 2-ton chassis with normal-control cabs in place of the forward-control type. Offered for application as an optional fitting for Austin and Morris 7-tonners in September last year, a five-speed gearbox is now available for 5-ton and 6-ton models and is a standard fitting on the prime mover.

Developing its rated net output of 40 b.h.p. at 4,000 r.p.m., the new 1½-litre diesel has a dry weight of 422 lb., which is only 50 lb. heavier than the Corporation's B-Series 1½-litre petrol engine, the commercial vehicle version of which has an output of 42 b.h.p. at the same speed. The unit is available as an alternative to the petrol engine in Austin and Morris 10-12-cwt. and 16-18-cwt. light commercial vehicles.

Whilst the petrol engine develops a maximum torque of 73 lb.-ft. at 1,700 r.p.m., the torque rating of the oil engine is 64 lb.-ft. at 1,900 r.p.m., corresponding b.m.e.p.s being 121 p.s.i. and 107 p.s.i. respectively. Equipped with Ricardo Comet Mk. 5 combustion chambers, the diesel has a compression ratio of 23 to 1.

Features common to both units include a bore of 2.875 in. and a stroke of 3.5 in. The cylinder-block-crankcase assemblies are basically similar, and the rocker cover, back plate and various accessories are identical. This standardization is a valuable aid to production economy and has enabled the diesel to be offered at a cost only £85 more than that of the petrol engine.

It is emphasized by the makers that the use of replaceable wet-type cylinder liners is unnecessary, the standard type of cylinder block being employed for both applications, A cylinder-bore life of over 100,000 miles has frequently been achieved by B-Series petrol engines fitted to cars and commercial vehicles, and it is considered that this is comparable to the wear that would be provided by wet liners. The

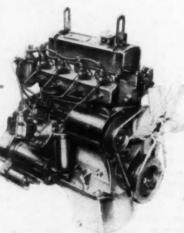
New 1½-litre Diesel Engine, Forward-control Low-platform 5-tonner and Export-only 1½-,* 2- and 6-tonner Austins Announced by British Motor Corporation

diesel has five studs for each cylinder in place of the three studs fitted to the petrol engine, and a new type of gasket is employed, fabricated of steel, copper and asbestos.

The injection pump of the oil engine is a C.A.V. distributor-type D.P.A. unit, and C.A.V. Pintaux nozzles are used, the pressure rating of which is 135 atmospheres or 1,985 p.s.i. Injection is timed to start at 22° before t.d.c. K.L.G. pencil-type (111 V.) heater plugs are fitted in the interests of easy starting in cold weather.

Solid-skirt aluminium pistons are fitted to the diesel in place of the split-skirt type and floating gudgeon pins are employed, the pins of the petrol-engine pistons being clamped in the connecting rod. A chrome-faced top compression ring, two taper-faced compression rings and two slotted scraper rings are common to both units. Other changes include the use of a more robust three-bearing

(Continued on page 499)



(Above) Developing 40 b.h.p. at 4,000 r.p.m., the new B.M.C. 13-litre diesel engine is based on the B-Series petrol engine and has the same bore of 2.875 in. and a stroke of 3.5 in.

(Right) Cab interior of the Low-Loader. The frontal treatment of the F.G. cab has been modified to accommodate the 5.1-litre diesel or 4-litre petrol engine.

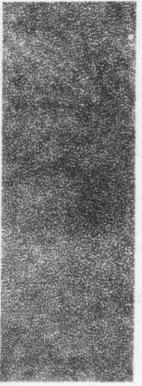




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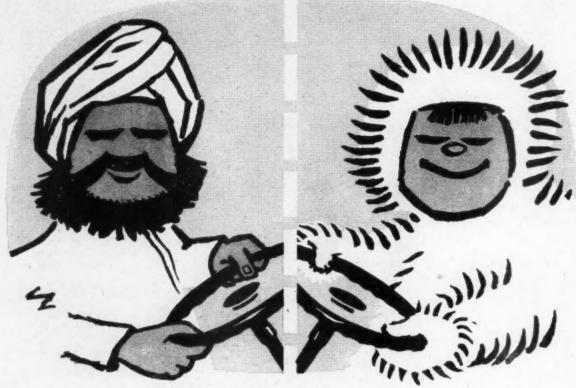
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crankshaft to accommodate the higher stresses of the diesel, and detailed modifications including an increase in the size of the crankpin diameter and in the thickness of the webs.

Crankpin diameter has been increased to 2.0005 in.-2.001 in. from 1.8759 in.-1.8764 in., and the length of the journal bearings has been reduced from 1½ in.-1½ in. (to accommodate the more robust webs) the journal diameter of 2.0005 in.-2.001 in. remaining unchanged. Steel-backed copper-lead bearings are used for the journals in place of white-metal bearings to withstand the higher loading, the connecting-rod bearings of both engines being of the former type. The oil engine has a torsional vibration damper.

Apart from an advance in exhaust valve closing from 10° after t.d.c. to 5°, the valve timing remains unchanged. Camshaft drive is provided by a duplex roller chain, and end thrust is taken at the front end. Also unchanged, the cooling system has a capacity of 11½ pints, and thermostat

opening temperature is 164°F.

As indicated by road tests of fully laden vehicles carried out by the makers, acceleration is very little affected by the use of the diesel engine, whilst a gain in fuel consumption of 26-35 per cent. can be expected. The fuel consumption of a 16-18-cwt vehicle operating in urban conditions at an average speed of 15 m.p.h. was 32.1 m.p.g. when a diesel engine was fitted, whereas a consumption of 21 m.p.g. was recorded by a petrol-engined vehicle.

Bored-out 5.1-litre Unit

It will be recalled that the B.M.C. 5.7-litre engine is a bored-out version of the 5.1-litre unit, the stroke of both engines being 120 mm. Bore size is increased from 95 mm. to 100 mm. and the net power output has been raised from 90 b.h.p. at 2,400 r.p.m., to 105 b.h.p. at the same speed, corresponding gross outputs being 105 b.h.p. and 120 b.h.p., respectively. Maximum torque output has been increased from 228 lb.-ft. at 1,500 r.p.m. to 255 lb.-ft. at 1,750 r.p.m.

To cater for the higher output, element diameter of the injection pump has been increased from 7½ mm. to 8 mm. and the four holes of the nozzles have been enlarged. A Simms in-line injection pump is used, and the fuel is fed to the pump through a Simms renewable-type filter.

The increase in bore diameter is accommodated by employing Sheepbridge Centricast Mk. 11 liners, the base fitting of which is a modified O-ring of reduced section, giving more uniform stress distribution. Other modifications include helical timing gears (in place of chains) fitted with renewable phosphor-bronze thrust washers. The idler

gear has an outrigged bearing in the casing.

The new 5-tonner is available in Austin and Morris version and is the largest model in the range fitted with an F.G. cab. It has a loading height of 3 ft. 5\frac{1}{8} in. Known as the F.G.-K100 Low-Loader, the vehicle is supplementary to the 504 5-ton chassis, the loading height of which is 3 ft. 10 in. The reduction in platform height has been achieved by using 17-in. wheels equipped with 8.25—17 (14-ply) tyres, the chassis-frame being similar to that employed for the 504 model. Common to both models, the wheelbase is 13 ft. 4 in. and the chassis frame is also identical. Overall length is 23 ft. 4\frac{1}{8} in., whilst the body has a length of 16 ft. 6 in. and the minimum ground clearance is 8 in. The cab height of 7 ft. 6 in. is 5 in. lower than that of the forward-control 504 cab.

Offered with either the 5.1-litre diesel engine or 4-litre petrol engine, the vehicle has a modified frontal appearance. To accommodate the larger engine, the radiator has been moved forward and the cowling has been redesigned. All the toggle-type switches of the 1962 F.G. cabs are now clearly

labelled.

Other details include a 5.86-to-1 final drive ratio (ratios of 6.67 to 1 and 7.2 to 1 are optional) and the availability

of an Eaton 13802 two-speed axle as an optional fitting. Because of the smaller wheels, brake-drum diameter has been reduced from 16 in. to 14 in., whilst the width has been increased, which provides a total lining area of 415 sq. in. This compares with 369 sq. in. for the 503 and 504 models.

A fuel consumption of 17-18 m.p.g. is claimed for the oil-engined model when the vehicle is operating at high speed with a full load, the corresponding fuel consumption

of the petrol-engined model being 9-10 m.p.g.

Offered in wheelbases of 150 in., 160 in. and 180 in., the new 6-tonner is known as the WE-K120 and is available with the 5.1-litre or 5.7-litre oil engine. Whilst the taxation weight of the 150-in. and 160-in. chassis-cabs is 2 tons 14½ cwt., that of the 180-in. model is 2 tons 16 cwt. Gross vehicle weight is 10 tons 5 cwt. (23,000 lb.).

A normal-control WE type all-welded steel cab is fitted to all the versions, features of which include forwardopening doors, a divided windscreen, drop door lights and swivelling ventilators. Ample accommodation is provided

for a crew of three.

Mechanical details include a four-speed constant-mesh gearbox (the five-speed box is available as an optional fitting) and a fully floating rear axle. Chassis powered by



the 5.1-litre engine are offered with a final drive ratio of 7.2 to 1 or 6.67 to 1, the alternative ratios of a chassis equipped with the 5.7-litre engine being 5.86 to 1 and 6.67 to 1. Either type may be fitted with an Eaton 16802 two-speed axle with ratios of 6.14 to 1 and 8.54 to 1.

Of pressed-steel channel-section, the main chassis members are of $\frac{1}{4}$ -in. material and have a depth of $9\frac{1}{8}$ in. and a flange width of 3 in., the frame being equipped with

seven cross-members.

In the case of the 180-in, wheelbase model, the overall length and width of the vehicle are 23 ft. 1 in., and 7 ft. 6 in., respectively. The maximum height when laden is 7 ft. $4\frac{1}{4}$ in, and the laden frame height is 2 ft. $7\frac{1}{4}$ in. A front track of $66\frac{1}{4}$ in, compares with a standard rear track of $68\frac{1}{4}$ in., which is increased to $68\frac{1}{4}$ in. if the two-speed axle is fitted.

In the case of the 1½-ton and 2-ton export models (with normal control cabs) the type numbers are S203 and T203, respectively. Both have a wheelbase of 10 ft. 9 in. and an overall length of 17 ft. 9½ in., the distance from the back of the cab to the end of the frame being 9 ft. 4½ in. Both vehicles are available with the 4-litre petrol engine or 3.4-litre oil engine.

Offered at an extra cost of £60, the five-speed gearbox provides ratios of 7.58 to 1, 4.38 to 1, 2.39 to 1, 1.47 to 1 and (top) 1 to 1. Reverse ratio is 7.51 to 1.



The New For

Changes in the Pattern of Transport are Being Brought About in Scotland

> By a Special Correspondent

Off-the-road parking space for commercial vehicles, but conges-tion is still a problem at East Kilbride New Town.

HERE was a time when the average man in Britain was glad to live near his work-but that was at a period when a much higher portion of the population was scattered over the countryside. Only about 20 per cent. of the inhabitants of Britain lived in the larger towns at the beginning of the 19th century, whereas 100 years later the proportion had risen to four-fifths. That drastic changeover ushered in an era when it was regarded as a good thing, if possible, to get away from the immediate vicinity of factories and other business establishments when work

But now the new industrial areas are presenting a much more attractive face to the world and under the planning arrangements that exist today it is being made a more pleasant matter for the employee to live within walking distance of his or her work. These are changes which are altering the whole relationship of transport within the world at large. Although far-sighted men have long seen the necessity for the creation of situations in which people could have full access of urban amenities and yet be able easily to enjoy the pleasures of the countryside, it was only in 1946 that active development of new towns with this objective commenced in Britain.

Three in Scotland

There are now 10 such communities in England, two in Wales and three in Scotland. Those north of the border are the now well-established East Kilbride, the newer Cumbernauld, both within the Glasgow orbit, and Glen Rothes, directly north of Edinburgh. The last-named is on the opposite side of the Forth from the Scottish capital and, like so many other communities in the area, will probably be considerably affected by the opening of the new Forth Road Bridge.

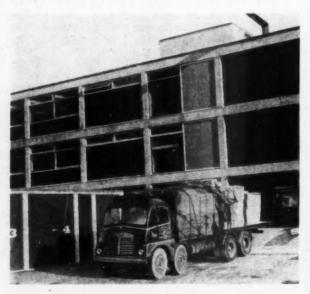
Collectively, from the transport angle, the value of the new towns is that they are planned to forestall many of the difficulties that are now suffered by the older centres, even those like the specialist Trafford Park Industrial Estate at Manchester.

In this particular area only a few weeks ago the local manufacturers' association was compelled to initiate an inquiry into the area's traffic congestion problems. Some of these, although not all, arise from the fact that a labour force of approximately 60,000 has to be drawn in the main

from a 10-15-mile radius. All the workers concerned are limited in their travelling to only three routes, which link the 4½-sq.-mile estate to the surrounding areas, and they must travel in and out by them every day.

At times serious congestion arises with goods vehicles, but more particularly the number of buses and cars using the principal roads at peak times causes a problem of increasing intensity. In contrast to the Trafford Park area, the new towns, if they work as visualized, will reduce to a minimum this need for the daily use of public and private transport with its peak period troubles.

Many areas which grew up during the 19th century are today suffering from the get-rich-quick methods which at the time of their foundation jumbled them together, giving a situation that has deteriorated greatly with the rapid growth of road transport over the past half-century. Without any recourse to crystal-gazing the development



A Thornycroft Trusty PK of C. Bristow, Ltd., unloading at a factory in Cumbernauld.

Towns Bring New Problems Many Scottish Operators



The development corporation here is working on a policy of segregating pedestrians from traffic in the town centre and the plan is that bus passengers will be able to step directly from their vehicles into covered shopping ways. Adequate parks at convenient points will avoid congestion

Commercial vekicles passing through East Kilbride can use wide, well-lit roads without worrying about pedestrians.

developing from private car traffic,

Longest established of the Scottish new towns is East Kilbride where there is now a population of around 33,000 with nearly 50 industrial organizations providing employment for more than 8,000 people. This is a community in which fact lines up with the theory that everybody should be able to walk or cycle to work although, as in all the new towns, the provision of accommodation for family cars is nevertheless on a generous scale. In the most recent layouts, plans

allow for two lock-up garages to every three dwellings. East Kilbride is situated less than 10 miles south of Glasgow's city centre and has been located so that industrialists setting up in business there shall have ready access to the docks, to Prestwick airport with its international connections and with the principal highways that lead to other parts of the Scottish industrial belt and to the roads that will bring in raw materials and carry out manufactured goods southward to England. The whole plan suggests a future of smooth and easy transport movement.

So far as travel to other areas is concerned, good progress has been made with the development of bus services and an adequate supply of passenger shelters has been built at the busier stopping places throughout the town. The jocular suggestion is sometimes made that neighbourhoods are being developed specially to suit the wishes of the public cleansing authority. In actual fact the policy

corporations are endeavouring to cut out the errors of the past and those who are inclined to suggest that, because unforeseen things can happen quickly and time will beat the planners, might do worse than take a look at certain of the schemes that were initiated in several towns of England, Scotland and Ireland a century and a half ago.

On the whole, the areas then planned continue to look well despite the wholesale change in conditions since they were first conceived. Where speculators have no finger in the pie there should be no reason why things should not continue to work well for a long time to come. But in this process of development, passenger road transport is going to lose some of its scope, particularly the demand for high-pressure peak services.

The new towns that lie north of the border straddle Scotland's industrial belt so that they will readily link up with existing streams of road transport moving to other

manufacturing centres of Britain. At this stage it might be of value to take a look at Glen Rothes which lies in Fife, a county that is of growing importance industrially. Here the development corporation offers a variety of attractive propositions to industrialists desiring to set up new establishments and there are residential areas immediately adjoining, so here clearly there will be little call for peak-hour transport.

So far as the movement of goods is concerned Glen Rothes lies on one of the main highways that will be served by the new Forth Bridge and in this way will have the readiest access, both south and westwards. Scotland's east-coast ports are well placed for giving the shortest sea connection for goods going forward to the Continent, Leith being only 62 miles distant from the town and the smaller harbours of Kirkcaldy and Methil only 61 and 8 miles away, respectively.



A Colgate-Palmolive van waiting to unload behind the shops at Glen Rothes.

The old form of transport, the Forth Ferry, and (top, left) the structure for the new Forth road bridge.

has been to discuss the residential planning with the area sanitary officers in advance so that problems of refuse disposal are not likely to arise at a later date. The lavouts in East Kilbride are such that for the ordinary run of refuse collections the "carry" from dwelling to vehicle should never be more than 150 ft. Flats have a maximum height of four storeys and in this case refuse is collected from a bin store adjoining the dwellings. All shops are provided with service roads at the rear by which means it should be possible for deliv-

eries to be effected without distribution being made by way of the retail sections of the establishments.

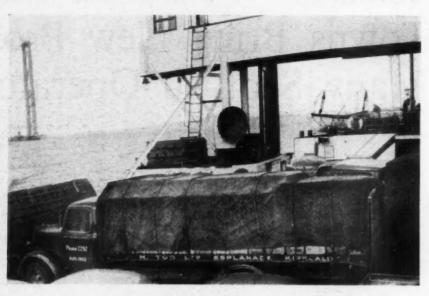
Most recently designated of the Scottish new towns is Cumbernauld which, although its population is currently in the 7,000-bracket, is ultimately to accommodate something like 10 times that number. Its sponsors claim that "the location and outline conception single it out as a future landmark of 20th-century planning and technology in Britain." Lying in the middle of the narrow waist formed by the Firths of Forth and Clyde, Cumbernauld is 14 miles from Glasgow and 32 miles from Edinburgh. Heavy goods vehicles are within an hour's run of the Glasgow and Grangemouth docks whilst the chief road junction is exactly 100 miles by the A73 route from Carlisle, 14 miles by the A80 from Stirling and 150 miles from Newcastle.

Adjacent to the A73 trunk road is one of the main industrial development sites and here standard design factories are being erected which will be available in units of 10,000 sq. ft. for those requiring accommodation for light industry. An entirely new conception is what is known as a flattened factory, a small unit that aims to accommodate a number of tenants on different storeys and in which it is possible to rent an area of 300 sq. ft., with the possibility of extending up to 4,000 sq. ft. on one floor. The main services provided are communal in character and the tenants, for instance, share modern loading facilities

Flattened Factories

The one flattened factory that has been erected, and is in use, has a loading bay on each floor, this being for the exclusive use of any undertaking occupying the complete storey but for joint employment where there are several tenants on the same level. The column of the building which is devoted to these facilities is equipped with a 1-ton goods lift to serve the upper floors. Experience has shown that the possibility of sharing a flattened factory is from time to time considered by manufacturers handling materials in bulky or lengthy form which would be beyond the scope of the standard goods lift. To facilitate their work a 3-ton hoist has been made available. An important company located on the top floor of the first factory reports loading arrangements to be entirely satisfactory even when a substantial volume of traffic is being handled.

In the standard factories to which reference has already been made the structure is handed over to the incoming \$\inp{\text{F26}}\$



industrial undertaking with a flat floor, but the receptive attitude of the Cumbernauld Development Corporation ensures helpful consideration for any businessman seeking assistance in the form of a ready-prepared loading dock. By and large, the policy is to cater for the fullest range of propositions, whether that for a small depot likely to employ only a few workers or a large factory requiring a staff of thousands.

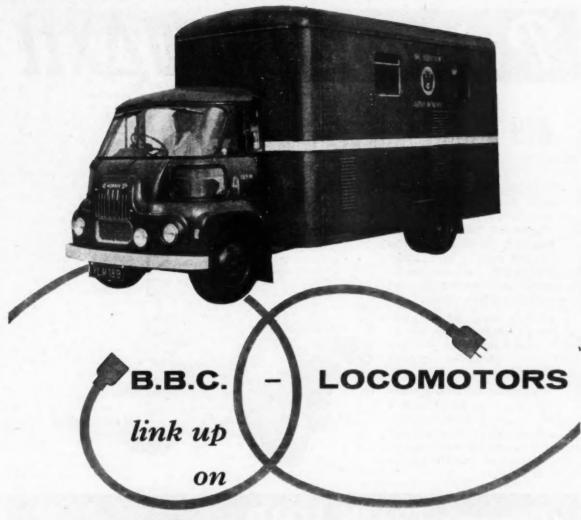
Because of the nature of the site it has been possible to plan the central portion of Cumbernauld in such a manner that pedestrians can readily be separated from vehicular traffic. Plans for the future provide for one car garage to be erected for every house built. An attractive layout which is to be seen in the town ranges the dwellings at one side of the road with the garages and their forecourts on the opposite side, between them being a broad carriageway which gives ample room for manœuvring of delivery vehicles and particularly by street-sweeping machines or modern refuse collection units.

Continual Consultation

As construction has proceeded there has been continual consultation with the authorities providing the necessary services and in the residential quarters the maximum distance between the location of refuse containers and the nearest stopping point for a collection vehicle has been limited to 150 ft. In the town centre the shops have been erected in two blocks running parallel, arrangements being such as to facilitate delivery to the rear of the premises when this is desired. Industry has been showing a gratifying degree of development in the Cumbernauld area, notable progress having been recorded by Burroughs Machines, Ltd., which company, the most recent official report shows, gives employment to 1,700 people.

There is a population of approximately 3½m. in the great industrial belt that spreads over the "waist" of Scotland and the new towns will derive considerable advantage from their location so near to fully developed industry. Undoubtedly, also, they will open up a fresh vista of life for those employed within their boundaries.

With this new development will come substantial changes from the transport pattern as it is known in the older communities of Britain. The new towns are already indicating something of what the future holds for the country as a whole.



sound lines The problems presented in recording material for T.V. and sound broad-

casting "on site", for transmission later, have been largely taken care of by the evolution of the B.B.C. mobile videotape recording vehicle shown here... the result of careful collaboration between the B.B.C. and Locomotors Ltd. and first used to record the Corporation's television coverage of the Olympic Games at Rome last year.

It is an exceptional example of compactness and space saving, bearing in mind the wide variety of extremely sensitive and delicate apparatus which had to be incorporated and fitted in—all housed in a specially designed and constructed body mounted on a Morris 3-ton, petrolengined chassis (which was lengthened slightly). Everything had to be very carefully planned to ensure that fragile valves, coils and meters were transported in perfect safety over pretty "difficult" terrain at times.

This vehicle is typical of Locomotors versatility and experience in meeting the customer's specific requirements. We can do the same for you! Why not get in touch with us today?



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Produced by the country's most a dvanced Third Axle manufacturer, the new, improved PRIMROSE Balance-Beam suspension system provides increased carrying capacity with harder wearing parts and is available for application to most vehicles in the medium and heavy classes.

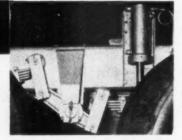
Included among the many new features are cast-iron bushes and chrome finished main pivot pins to give huge, hardwearing thrust and bearing areas.

Based on the conventional principle of rocker-beam transference of loadings, this assembly is straightforward — with no complicated and cumbersome equipment to increase the vehicle's unladen weight.



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After numerous requests from 6 x 2 vehicle operators, PRIMROSE designed and produced the easy to install and simple to operate TRANS-LOAD assembly. Now, after months of testing under operating conditions, this equipment is offered as a boon to all users of 6 x 2 commercial vehicles.



Balance-Beam unit with Trans-Load ram extended in operating position.

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DEMONSTRATION VEHICLES WILL BE AVAILABLE DURING THE SHOW

COMMENTARY

by JANUS

STORMY PORTS?

COMMITTEES of inquiry may not always find it easy to get opinions and comments. I can hardly imagine this to be true of the Rochdale Committee currently investigating the present and future of major docks and harbours in Britain. Almost all the organizations that the committee have approached, and quite likely some others that have not been asked, are likely to have expatiated at considerable length and for the most part at the top of their voices.

To judge from reports so far made available, it would be difficult to compose a more lamentable tale. Everything possible seems to be wrong with the docks, with a few honourable exceptions, and the blame is variously and liberally laid on the port authorities, the shipping companies, the shippers, the forwarding agents, the customs authorities, the dockers and the hauliers. The committee might well be tempted to stop their ears to further complaints, lest they become too greatly discouraged and give up their assignment in despair.

At first glance, the complaints seem to defy analysis and even classification. Their scope is certainly wide. Before ever they reach the docks, vehicles often find they are stuck in congested streets, out of which they slowly extricate themselves in order to form an even longer queue at the dock gate. However, street congestion is something with which road users are reluctantly familiar. It is part of the general road problem, and possibly the Rochdale Committee will regard it as such, although it has found a place

in many of the observations already made.

It is when the dock gate is passed that the special problems likely to interest the committee begin to show themselves. The road operator finds he is in a different world, confusing and illogical. It is within these cloistered precincts that his manifold complaints at last take shape. The documents so far put in as evidence to the committee nearly all read like dispatches from a beleaguered garrison in a far country.

THE port user can see no signs of an organized plan to cope with traffic or of any liaison among the large number of interests concerned. There is little or no mechanical equipment upon which he has come to rely to speed up handling and take the ache out of transport. The Customs procedure seems to him to have been taken straight out of the pages of Kafka. Above all, the labour situation in the docks appears to the visitor from outside to be governed by a ritual that has only the remotest connection with the work in hand.

This may be an exaggerated picture and it is certainly not true of all ports. What it perhaps conveys effectively is that the life of the docks has still not shaken itself free from the tempo of 50 years ago, which itself, no doubt, went back to time immemorial when every sea voyage was a high adventure calling for a leisurely and ceremonial, but thorough, preparation. The time spent loading was small when compared with the length of the subsequent journey, which to the romantic mind seemed almost like life itself.

The coming of the railways, so far as one can understand, did little to break this attitude of mind. The opportunity was there for speeding up loading and unloading and by this means cutting costs. The authorities took little advantage of it, or that is how it must appear to the

road user. They had no scruples about keeping railway trucks waiting for long periods, taking up space and earning no revenue. Without doubt the railways objected but it does not seem that their protests had much effect. It is partly for this reason that the haulier on occasion accuses the port authorities of having a railway mentality.

The whole problem has to look different from the point of view of road transport. The picture of goods carefully wrapped and protected and carefully stowed away in the hold in preparation for a voyage is replaced by the image of the motorist, about to set off on a journey round the world, who throws his luggage in a pile on the back seat of his car at the last moment. He saves time and money in the same way as the manufacturer with a machine for export who loads it, without fuss and without wrapping, on the trailer that will take it all the way to its destination.

Proper use made of road transport, and proper facilities for it, ought to go a long way towards curing congestion at the docks. Properly administered and regulated, road vehicles could be made to save dock space rather than to clutter it up. The aim must be to load or unload them as quickly as possible, so that they can be sent on their way. The crucial mistake is to regard them as convenient mobile warehouses that can be kept waiting indefinitely. Such an attitude of mind betrays the wish to put the clock back to the beginning of the century.

IT must have been in some such tranced mood that the London Chamber of Commerce suggested to the Rochdale Committee that shippers should be urged to make more use of the railways. "While access by road is gravely congested, the railways complain of under-utilization," states the London Chamber's report. It goes on to give the result of a sample survey last December, from which it emerged that 77 per cent, of exporters outside London who used the port made use of road transport, while only 23 per cent. made use of the railways.

An alternative proposal to cope with the problem of London comes from the National Union of Manufacturers. They suggest reducing the concentration of imports and exports through the London area and diverting cargoes to other ports on a planned basis. South Wales, Southampton, Hull and Grangemouth are put forward as alternatives where there are spare capacity and adequate facilities.

Spreading the loads among the nation's ports seems a better idea than redistributing the goods "more evenly between road and rail," as the London Chamber propose. The Rochdale Committee might prefer as a beginning to break the problem down into separate ports and even into individual ships. Here the issue is simple. For each vessel a certain number of days are allowed to take on a certain volume of goods. There ought not to be an insuperable difficulty in calling the goods forward in a steady flow instead of, as so often happens, leaving the responsibility to the shippers, who naturally tend to wait until the last few days.

That one or two of the more progressive ports, such as Manchester, have instituted schemes for spreading the load evenly over the loading period should cause no surprise. What ought to be surprising is that such schemes are not more general. The breaking of the mental barrier that one supposes to be responsible should be one of the primary objects of the Rochdale Committee.

WHEN - WHERE -HOW MUCH

THE 43rd biennial Scottish Motor Exhibition opens today at Kelvin Hall, Glasgow, and closes on Saturday, November 18. It is the sixth since the war, and the exhibits include private cars, commercial vehicles of all types, accessories, components and service equipment.

equipment.

The Exhibition is open from 10 a.m.
to 9 p.m. each day, except Sunday.
Admission prices are as follows:—
November 10, 13, 16 and 17, 10 a.m.— November 10, 13, 16 and 11, 10 a.m.-5 p.m., 5s., 5 p.m.-9 p.m., 2s. 6d.; November 11 and 18, 10 a.m.-2 p.m., 5s., 2 p.m.-9 p.m., 2s. 6d.; November 14, 10 a.m.-9 p.m., 5s.; November 15, 10 a.m.-5 p.m., 10s., 5 p.m.-9 p.m., 2s. 6d. Children under 14 years of age are admitted at half price.

On the accompanying plan of the Exhibition Hall, the stands on which the commercial vehicles are exhibited are marked with the stand-holders' names. The other sections of the Exhibition are indicated by the shaded portions, key to which is in the bottom left-hand corner of the plan.

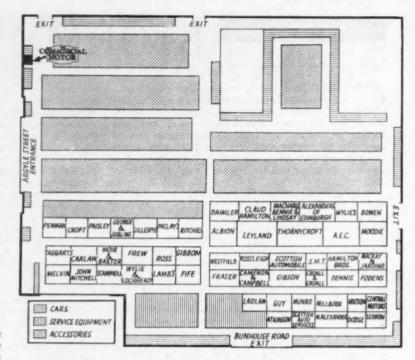
"The Commercial Motor" stand is just to the left of the Argyle street entrance.

So far as commercial-vehicle exhibits are concerned, the organizers of the 43rd Scottish Motor Exhibition, which is being opened at noon today by Lord Polwarth, chairman, Scottish Council (Development and Industry), can congratulate themselves on having provided the best display of new models to have been seen in the Kelvin Hall for many a year. Although the number of vehicle stands-53-is only one greater than at the 1959 Show, no fewer than 28 of these stands carry new vehicles, engines or significant design features.

These new products are listed in the accompanying panel. Significant among the new vehicles are the Albion Lowlander low-bridge, double-decker, and the Renault Fourgon 6-cwt. van. this latter never having been exhibited anywhere in public before, and, indeed, having been unannounced until this month

In addition to the new Albion chassis, the passenger-vehicle man will find plenty of interest, including the recently introduced 36-ft.-long A.E.C. Reliance and Leyland Leopard models. Goods-vehicle innovations are spread over a wide field, ranging from the Renault 6-cwt. van up to the A.E.C. Marshall 6 x 2, a sweep which includes the new Commer Walk-Thru models, the Austin and Morris (B.M.C.) 5-ton low - loaders, the Perkins - engined Commer 7-tonner, the A.E.C.-engined Dodge 9-tonner, the Seddon Mk. 2 8-tonner, and the Scammell Fourtrak sami-trailer.

Interest is not confined to complete vehicles, however. B.M.C.'s diesel



"Scottish" Best for Many Years

version of their B-series 11-litre petrol engine is on view for the first time, as is the latest Land-Rover diesel engine. a 24-litre unit which replaces the earlier 2-litre design. Another interesting detail can be seen on a Seddon sixwheeler, this being a type of bogie suspension utilizing two springs, each having only two leaves-worth-while weight-saving is claimed for this layout.

The accessory, component and service-equipment exhibits are well worth a visit too, and details of this side of the Exhibition are given on pages 512-515, this guide covering 99

A.E.C.

Stand 93-A.E.C., Ltd., Southall, Middx. BOTH of the designs to be seen on this stand are receiving their first public showing, these being a 36-ft.-long Reliance coach and a Marshall 6 x 2 chassis with 24-ft. platform body. exhibited is an example of the AH470 diesel engine, the new six-speed constant-



mesh gearbox which has been introduced for the Marshall 6 x 2 and Mercury models, a five-speed synchromesh gearbox, and the driving head from a double-reduction rear axle.

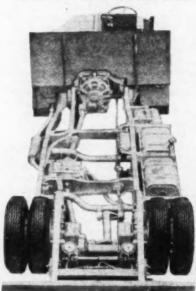
The Reliance coach has a 38-seat luxury body built by Walter Alexander and Co. (Coachbuilders), Ltd., and will be operated by Scottish Omnibuses, Ltd., on long-distance overnight services. The coach has fully adjustable reclining seats, a toilet compartment and rear and side luggage lockers giving a total of 124 cu. ft. storage space. Dawson air conditioning is incorporated, this giving individual passenger control.

This coach has the AH 470 horizontal diesel engine, developing 126 b.h.p. at 2,600 r.p.m.: an alternative unit is the larger AH 590 engine, which produces 139 b.h.p. This more powerful engine is available with a Z.F. six-speed synchro-

mesh gearbox for coach duties, giving a top speed of over 70 m.p.h. The chassis, which has a wheelbase of 17 ft. 7 in., has air brakes and 10.00-20 (14-ply) tyres.

The new Marshall 6 x 2 was described in our issue of October 13, and the exhibit, which has a Park Royal cab and Aitken body, is for Russell of Bathgate. The chassis has an AV 470 diesel engine with C.A.V. distributor pump, six-speed overdrive-top constant-mesh gearbox, double-reduction rear axle and York third-axle running gear. The bogie wheels have air-hydraulic braking, with straight air-pressure actuation of the front brakes. With a chassis-cab weight of just over 5 tons and a gross weight rating of 20 tons, the Marshall 6 x 2 should be able to carry a legal payload of about 14} tons with a light-alloy platform body.

Three further vehicles are displayed by A.E.C. outside Kelvin Hall: these include



The off-set transmission line of the new Albion Lowlander low-height, double-decker bus chassis can be seen clearly in this picture. Bodied examples can be seen on Stands 96 and 135.

Stand 93	A.E.C. 36ft. Reliance	Stands 91	Dodge 9-tonner (A.E.C.
Stand 93	A.E.C. Marshall 6 × 2	and 97	engine)
Stands 96 and 135	Albion Lowlander low- bridge double-decker	Stands 109 and 111	Land-Rover 24-litre diese
Stand 96	Albion Chieftain (Scam- mell fifth-wheel)	Stand 95	Leyland 36-ft. Leopard
Stands 98 and 123		Stand 124	Renault Fourgon 6-cwi.
Stands 105, 122, 123	B.M.C. 5-ton Low loader	Stand 125	Scammell Fourtrak semi- trailer
and 136 Stands 108, 114 and 127	Commer Walk-Thru	Stands 92, 132 and 133	Seddon Mk. 2 8-tonner
Stand 112	Commer 7-tonner (Per-kins engine)	Stand 92	Seddon lightweight bogie suspension
Stand 86	Daimler Fleetline (Gard- ner 6LX engine)	Stand 94	Thornycroft Nubian 6 × 6 (A.E.C. engine)

a Bridgemaster double-decker, built for Baxter Bus Services, Ltd., Airdrie; a Reliance 36-ft. luxury coach which has a Duple Continental body and which will go into service with Leroy Tours; and a Marshall 6 x 4 tipper built for Sam Anderson (Newhouse), Ltd.

ALBION

Stand 96-Albion Motors, Ltd., Scotstoun, Glasgow.

Stand 103-A.C. Penman, Ltd., Queensbury Motor Works, Dumfries. Stand 130-Millburn Motors, Ltd., Mill-

burn Street, Glasgow, N.I. Stand 135-Walter Alexander and Co.

(Coachbuilders), Ltd., Glasgow Road, Falkirk.

THE most significant of the three vehicles on the Albion stand this year is the new Lowlander low-height double-decker, which marks Albion's return to the heavy p.s.v. field after a number of years' absence. The Lowlander was fully described and illustrated in our issue of October 27, and the example on the Albion stand has an Alexander 72-seat forward-entrance body, finished in the livery of Western A similar vehicle is S.M.T. Co., Ltd. to be seen on Alexander's stand (No. 135), this being in the colours of Glasgow Corporation.

Because of its ingenious frame and transmission layout, it is possible to build double-deck bodies on the Lowlander. the overall unladen heights of which need not exceed 13 ft. 6 in. Furthermore, the entrance-step height can be brought down to within 154 in. of ground level, whilst the lower-saloon gangway, which is completely flat rearwards of the entrance platform, is only 11 in. above

Power for the Lowlander is provided by a Leyland O.600 Power-Plus diesel. developing 140 b.h.p. at 1,700 r.p.m. drives through stepped gearing, which offsets and lowers the drive line, at the same time effecting a ratio-increase of 0.857 to 1, into a Pneumo-Cyclic fourspeed semi-automatic gearbox. From this the drive passes into a special dropped-centre double-reduction rear axle. Conventional semi-elliptic springs are employed at both axles, and splitcircuit air braking has been adopted.

Another newcomer on this stand is the Chieftain CH.3ATR 17-ton 18-cwt.-gross tractive unit, the principal novelty of which is its new Scammell fifth-wheel coupling gear. The Chieftain exhibit has the well-known Albion 5.5-litre diesel. five-speed constant-mesh gearbox and double-reduction rear axle. Slight changes have been made to the clutch. which now has thicker linings and an improved hydraulic actuating system.

The third chassis exhibit is a Super Reiver 6 x 4 chassis, a road-test report of a similar model appearing on pages 472-475 of this issue. This exhibit has the Leyland 400-S Power-Plus engine. five-speed gearbox and double-drive rear bogie with non-reactive suspension. An air-operated lockable third differential is standard equipment on this series of chassis.

On Stand 103, A. C. Penman, Ltd., Dumfries, are showing a Chieftain CH.3AN model with their own threeseater cab and aluminium drop-side body. the latter carrying a Penman aluminiumalloy container complete with patent dismounting gear, whilst Millburn Motors, Ltd., display a Clydesdale CD.21ATR tractive unit with S.A.E./ S.M.M.T. fifth-wheel coupling.

ATKINSON

Stand 137-Atkinson Vehicles (Scotland). Ltd., Carlisle Road, Airdrie.

ARDNER 6LX 150-b.h.p. Gengines power both the exhibits on the Atkinson stand. The largest of the two vehicles on display is an eightwheeler with Ritemixer 7-cu.-yd. concrete agitator body; the other model is a T.746.XA tractive unit.

The concrete-mixer machine is based on an S.1786.XA 13-ft. 41-in.-wheelbase chassis, which has a six-speed constantmesh gearbox and double-drive rear bogie with 71-in.-worm 5.2:1 axles. Airpressure braking is fitted, with air-assisted handbrake, and the 9.00-20 Michelin "XY" tyres are carried on special lightweight wheels. The Ritemixer high-discharge equipment powered by the Ritemixer hydraulic system, which uses Hamworthy pump. valves and motor. The mixer is equipped with main and extension chutes, giving a maximum working radius of 11 ft.

To give longer life the mixer drum and blades are constructed from Corten steel and the deep L-shaped blades are claimed to ensure efficient discharge of stiff mixes. Two-range drum revolution is provided, with speeds of 1/9 r.p.m. and 9/16 r.p.m. For discharging the direction of rotation is reversible.

The tractive-unit exhibit has a wheelbase of 8 ft. 9 in. and the chassis carries the latest type of "de luxe" plasticspanelled cab. The Gardner engine drives through a six-speed constant-mesh gearbox into a double-helical-and-spiral-bevel double-reduction axle, the ratio of which is 6.27:1. The tractive unit has airpressure braking and is carried on 10.00-20 Michelin " X" tyres. It has two 45-gal. fuel tanks and a full-width front push bar, in addition to a chromium plated bumper bar.

AUSTIN

Stand 103 - A. C. Penman, Ltd., Dumfries.

Stand 104-Taggart's (Motherwell), Ltd., Knowetop, Motherwell.

Stand 105-Carlaw (Cars), Ltd., 32-52 Finnieston Street, Glasgow, C.3.

Stand 106 - Moir and Baxter, Ltd., Comely Bank, Edinburgh.

Stand 123-Lamb's Garage, Ltd., Trades Lane, Dundee.

Stand 126-John Mitchell of Greenock, Ltd., 4 Gray Place, Greenock.

PROBABLY the most interesting of the many Austin exhibits this year is the new B.M.C. 1.489-litre diesel engine (described on page 498), an example of which is to be seen on the Lamb's Garage stand (No. 123). This interesting high-speed unit, which is based on the B.M.C. B-series petrol engine, is undoubtedly the smallest diesel engine so far produced by a vehicle manufacturer and is offered as an alternative to the standard petrol engines in the 10/12-cwt. and 152 light-commer-The unit exhibited is cial models. installed in a 10/12-cwt, van.

Two diesel-engined examples of the new 5-ton forward-control low-loader are displayed, one being on the Carlaw stand and the other being exhibited by Lamb's. This new design, details of which appear on page 498, is marketed with either petrol or diesel engine and is the first B.M.C. 5-tonner to have the F.G.-type corner-door cab, another interesting feature being the 17-in.-diameter wheels, which have 8.25-17 tyres and are a major contribution towards the low unit, provisional details of which were released earlier this year and which has a B.M.C. 5.7-litre diesel engine, receives its first public showing on Taggart's stand. This new diesel engine is in effect an over-bored version of the familiar B.M.C. 5.1-litre unit, and the tractive unit, which has a wheelbase of 8 ft., is equipped with an E.N.V. five-speed gearbox and Eaton 16500 two-speed axle. It is exhibited in conjunction with a B.T.C. Four-in-Line 26-ft.-platform semi-trailer.

A. C. Penman, Ltd., are showing two mobile shops, the smaller of which is fitted out as a butcher's shop and is based on a 152 petrol-engined chassis. The other shop is based on a T.200 2-ton chassis. and has a Penman three-seat cab with communicating door into the shop body.

Another T.200 chassis, this time with a diesel engine, is to be seen on Moir and Baxter's stand, and this example has a Gibson van body built for Geo. G. Sandeman and Co., Ltd., the port wine shippers. Also on this stand is a 702 7-tonner with platform body, ordered by Russells of Bathgate.

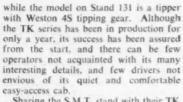
short-wheelbase 7-tonner Anthony 7-cu.-yd. all-steel body and single underfloor ram is displayed on Taggart's stand alongside the new tractive unit, and the Austin exhibits are completed by a 5-ton extended-wheelbase pantechnicon, with Gibson bodywork, which will be operated by John McIntosh and Son, Ltd., and is on the Carlaw stand; and a 3-ton Luton van together with a Kenex caravan conversion of a 10/12-cwt. van on the stand of John Mitchell of Greenock, Ltd.

BEDFORD

Stand 113-S.M.T. Sales and Service Co., Ltd., 39 Fountainbridge, Edinburgh. Stand 115-MacKay and Jardine, Ltd., West Cross, Wishaw, Lanarks.

Stand 131-Watson Bros. (Airdrie), Ltd., County Garage, High Street, Airdrie.

THREE vehicles from the popular Bedford TK forward-control range are on display at Kelvin Hall this year, one each on the three stands listed above. Two of these are long-wheelbase dieselengined models with platform bodies,



Sharing the S.M.T. stand with their TK exhibit is a Bedford-Duple Super Vega 41-seat luxury coach, based on an SB diesel-engined chassis, the body incorporating the latest Duple modifications for their 1962 range of passenger vehicles. The new type of seating to be seen in this coach is of interest also.

An R-type 4 x 4 tipper and a Martin Walter Workobus conversion of a longwheelbase 15-cwt, van are to be seen on the MacKay and Jardine stand in addition to the TK 7-tonner. The tipper has a diesel-engined 11-ft.-wheelbase chassis and 5-cu.-yd. body.

Watson Bros., in addition to the TK tipper, have on display two light Bedford models, one of which is a Martin Walter Romany caravan and the other a Smith's mobile shop, both being based on CA

van chassis.

COMMER

Stand 87-Claud Hamilton (Aberdeen), Ltd., 254 Union Street, Aberdeen.

Stand 108-James Ross and Sons (Motors), Ltd., Lochrin, Edinburgh, 3. Stand 112-Scottish Automobile Co., Ltd., 7/8 Queensferry Street, Edinburgh, 1.

Stand 114-Hamilton Bros., Ltd., 255 Glasgow Road, Paisley.

Stand 127-Melvin Motors, Ltd., 25-41 Kingston Street, Glasgow, C.5.

Stand 129-Munro Motors (Glasgow), Ltd., 243 Garrioch Road, Glasgow,

THREE examples of the new Walk-Thru range, and one of the new low-price 7-tonners with Perkins 6.354 diesel engine, together with other representative vehicles from the Rootes commercial-vehicle range, are displayed on the six stands occupied by Rootes The Walk-Thru models consist of a 15-ton van with 2.3-litre diesel on the Ross stand, a 11-ton van with fourcylindered petrol engine on the Melvin stand and a Perkins 4.203-engined 3-tonner with mineral-water-lorry body on the stand of Hamilton Bros., Ltd.

The Perkins-engined 7-tonner will be found on Stand 112 and is a 13-ft. 6-in.wheelbase model with drop-side body. There are two other 7-tonners at the Show, both being powered by the Rootes two-stroke opposed-piston diesel engine. One of these has a wheelbase of 13 ft. 6 in. and is mounted with a special brewery body, this being on the Ross stand, whilst the other is a short-wheelbase version with 6-cu.-yd. tipping body. This can be seen on Stand 87.

(Continued on page 507)

The new Austin 18-ton-gross tractive unit powered by a B.M.C. 5.7-litre dieselengine driving through an E.N.V. five-speed gearhox and Eaton two-speed axle.





SCOTTISH MOTOR SHOW



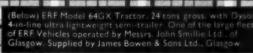
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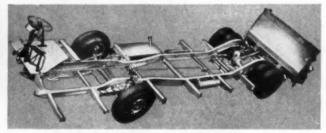
78 seats with flat floor and central gangway in upper and lower saloons.



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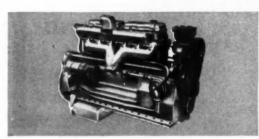


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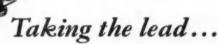


Scottish haulage contractors, Russell of Bathgate Ltd., are currently operating 38 vehicles fitted with Eaton 2-speed axles and speak highly of their Eaton equipped lorries. Eight of these vehicles are 44G model E.R.F.s operating on Russell's London truck journey. The illustration below shows three of the four E.R.F.s which have to date clocked 200,000 miles on this run in just over two-and-a-half years' constant service.

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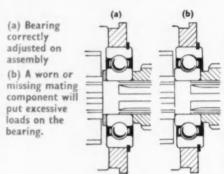
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The maintenance of Ball and Roller Bearings

NO. 3 OF 6

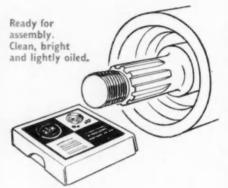
PREPARING TO FIT A BEARING



A fitted bearing should be disturbed as little as possible, otherwise the shaft and housing fits may be affected. However, you may have to remove a bearing to reach some other part or to fit a replacement for a damaged bearing.

Make sure of the following points before doing any fitting:

The shaft, housing and any distance piece or components must be perfectly clean and have no signs of wear. Watch out for changes in surface appearance. They may mean that a bearing ring has been turning with consequent wear. Spots of a different colour could mean that some part was out-of-round. All these matters must be put right before a new bearing is fitted. Lightly grease or oil the fitting surfaces when all is ready for assembly.



If you have had trouble with a bearing on an old vehicle it is possible that the wrong type had been fitted in the first place or that it had been fitted incorrectly. So it is not always safe to fit exactly the same type of bearing as you removed. If in doubt, check the maker's catalogue. Make sure you buy a new bearing from a reputable factor or agent. Cars and trucks use many special bearings which have particular features to suit one application. It is most important that the correct bearing is used.

Another point to watch is that the internal clearance in ball and roller journal bearings is selected by the manufacturers according to the job it has to do. It varies from the tight one dot fit to slack three dot. The clearance is identified by faintly marked circles on the stamped face of one ring—0 indicates the least, 000 the greatest, internal clearance. Normally 00 fit will be satisfactory but automotive bearings on some applications such as most gear-boxes require 000 fit. The two dot fit would then give too tight a bearing after assembly. Internal clearances are not marked on angular contact or thrust bearings.

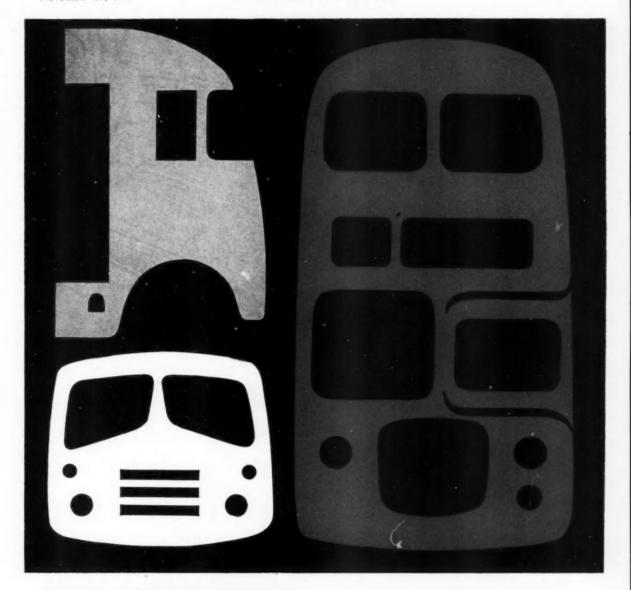
Most bearing failures are due to bad working conditions. These notes will help you to enjoy long and trouble-free bearing life. Ask for R&M Bearings to make sure,





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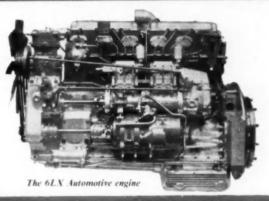
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Two examples of the shown, one powered by a 2.3-litre diesel engine, the other by a four-cylindered

Commer Walk-Thru van are petrol engine.

Descending the payload scale we find a forward-control 6-tonner with special drop-side body and Perkins 6.354 diesel engine on the Melvin stand, whilst an example of the older type of Commer 30-cwt. van can be seen on Stand 114, this being powered by a 2.3-litre diesel engine.

The remaining Commer exhibits are from the 1-ton range and consist of a Perkins 4.99-engined hinged-door van on Stand 129, a similarly powered van, but with sliding doors, on the stand of Claud Hamilton (Aberdeen), Ltd., and a Series II 12-seat bus equipped with the recently introduced 1.592-litre petrol engine on Stand 112

The list of Rootes exhibits is completed by a sectioned example of the two-stroke diesel engine, which can be seen on Stand 87.

DAIMLER

Stand 86-Transport Vehicles (Daimler), Ltd., Coventry.

THE Fleetline rear-engined passenger vehicle provides the interest on this stand, where two examples can be seen. Both of these have Gardner 6LX 150-b.h.p. diesel engines, and one is shown in chassis form, thereby providing an excellent opportunity of studying the layout of this interesting design, whilst the other has a low-bridge 77-seat frontentrance body, built by Northern Counties Motor and Engineering Co., Wigan, A Fleetline demonstration vehicle, powered by a Daimler 8.6-litre diesel and equipped with an M.C.W. 77-seat body, is available in the demonstration park.

Since the Fleetline was introduced at the Farls Court Commercial Motor Show last year, Daimler have received orders for this model to the value of over £500,000, including one for 88 vehicles from Belfast Corporation Transport Department. The particular feature of the design is the extremely low frame height made possible by mounting the engine transversely at the rear, whence it drives into the special dropped-centre rear axle through a Diamatic semiautomatic gearbox and right-angle gearing.

This will be the first time that the Fleetline has been publicly exhibited with the Gardner 6LX engine: as shown last year at Earls Court the chassis exhibit had the Daimler engine, but a subtle alteration to the transmission section has made it possible to accommodate the larger Gardner unit. The neat way in which this has been achieved is clearly evident from the Kelvin Hall chassis

Other interesting features include the widely spaced layout of the springs, which gives increased roll stability; the automatic strut-type brake adjusters; and the use of the same size of wheel and tyre at front and rear axles to give complete interchangeability of these items.

DENNIS

Stand 117-Dennis Bros., Ltd., Guildford, Surrey.

on the Central Motors' stand. On Dennis' own stand there is a 5/6-ton drop-side lorry rated for a gross weight of 9 tons 12 cwt. This has a wheelbase of 14 ft. 1 in., and the chassis frame has flitched side members. The tyres are 8.25-20 (12-ply) equipment.

Also on this stand is a 7-ft.wheelbase tractive unit with Scammell automatic coupling gear. This has 7.50-20 (12-ply) tyres and is rated for a gross train weight of 154 tons. This is 1 ton less than the rating of the tractive unit on Stand 132. which has fifth-wheel coupling gear and 8.25-20 (12-ply) tyres.

All these Pax IV exhibits have many common features, including Perkins 6.354 diesel engines, five-speed constant-mesh gearboxes, spiral-bevel rear axles. vacuum-assisted hydraulic braking and recirculating-ball steering gear. Also common to the three vehicles on display is the latest plastics-panelled cab, features of which include the paired headlamps and large one-piece curved windscreen.

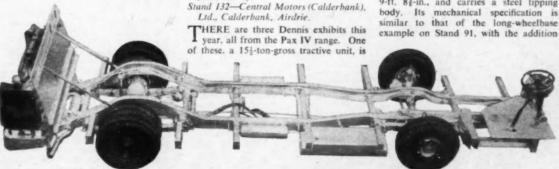
DODGE

Stand 91-James Bowen and Sons, Ltd., 45-59 Pitt Street, Edinburgh, 3. Stand 97-Ritchies, Ltd., 36-44 Renfrew Street, Glasgow, C.2.

Stand 134-Dodge Brothers (Britain). Ltd., Kew Gardens, Surrey.

"HE most recently introduced of this year's six Dodge exhibits are the two A.E.C.-engined 9-tonners, one of which is displayed by James Bowen, whilst the other-a tipper-can be seen on the stand of Ritchies, Ltd. The remaining exhibits are of interest also in that they provide a representative picture of current Dodge forward-control diesel-engined goods chassis, ranging in payload from 7 tons upwards.

The A.E.C.-engined 9-tonner is the only Dodge exhibit on the Bowen stand. It is a 17-ft. 9-in.-wheelbase model with extraduty five-speed gearbox, two-speed rear axle, power-assisted steering, 114-in.-deep reinforced frame and rear helper springs, and mounted on it is a 22-ft. 6-in. flat platform body of timber construction. Ritchies' 9-tonner has a wheelbase of 9-ft. 81-in., and carries a steel tipping body. Its mechanical specification is similar to that of the long-wheelbase



On Stand 86 two examples of the Daimler Fleetline rear-engined passenger vehicle are on display, one in chassis form, whilst the other has a low-bridge 77-seat body.

of front suspension damping, cab heater and insulated cab roof.

Another interesting exhibit on Stand 97 is a 16-ton-gross six-wheeled tipper, with Leyland 0.375 diesel engine and York third axle conversion. This exhibit has a wheelbase of 11ft, 67 in., and the engine drives through a five-speed gearbox. The third model on this stand is a 9-ft. 83-in.-wheelbase 7-cu.-yd. 8-ton tipper, the gross weight rating of which is 12 tons. The chassis is powered by a Leyland 0.350 diesel, unit mounted with the same type of gearbox as that installed in the neighbouring six-wheeler.

On the Dodge stand itself can be seen an 8-ft. 4-in.-wheelbase 12-ton tractive unit the gross train weight rating of which is 18 tons. This vehicle, which has a Dyson fifth-wheel coupling and can be operated with semi-trailers up 27 ft. 6 in. long, has a Leyland 0.375 diesel engine, extra-duty five-speed gearbox, two-speed rear axle and air-hydraulic braking. The successful Perkins 6.354 direct-injection diesel engine is installed in the other exhibit on this stand, a 13-ft. 7-in.-wheelbase 7-tonner. The body of this vehicle is a Homalloy 17-ft. 6-in. lightalloy flat platform, with special treadplate floor for brewery use.

E.R.F.

Stand 91-James Bowen and Sons, Ltd., 45-59 Pitt Street, Edinburgh, 3.

BOTH of the E.R.F. exhibits this year are 24-ton-gross vehicles, one being a tractive unit with semi-trailer, whilst the other is a rigid eight-wheeler. In both cases Gardner 6LX 150-b.h.p. diesel engines provide the power.

The tractive unit is a 64GX 9-ft. 2-in.wheelbase model with David Brown 657 six-speed direct-top gearbox and Kirkstall 5.2-to-1 double-reduction rear axle, giving a top speed of over 40 m.p.h. The vehicle has 10.00-20 (14-ply) tyres and a novel feature is that a dual braking system for the semi-trailer is fitted so that the unit can be used with either two-line airpressure or single-line vacuum braked semi-trailers. Power for these systems is provided by an engine-driven Clayton Dewandre compressor-exhauster unit.

Coupled to the tractive unit is a Dyson Ultralight 14/15-ton semi-trailer with four wheels in line, tyre equipment being

10.00-20 (16-ply). This is a lightweight trailer, the body-length of which is 26 ft. The complete outfit has been ordered by John Smillie, Ltd., Glasgow.

The rigid vehicle has a wheelbase of 18 ft., and mounted on the chassis is a Darham 3,600-gal. two-compartment fueloil tank. John Russell, Ltd., Grangemouth, are to operate this tanker, which has a David Brown five-speed overdrivetop gearbox and double-drive four-spring rear bogie with third differential and 5.6to-1 73-in, worm axles. A feature of the chassis is that it has the earlier type of E.R.F. tapered chassis frame and overslung springs, a parallel frame and underslung springs being standard on current E.R.F. models.

Both these exhibits have a dual braking system, which consists of air-hydraulic operation of the front brakes (both front axles of the eight-wheeler are braked) and straight air-pressure actuat on of the rear brakes. Also common to both exhibits is the latest type of E.R.F. de-luxe cab, the appearance of which is distinctive by virtue of the four headlamps.

FODEN

Stand 116 - Fodens, Ltd., Sandbach, Cheshire

HEAVY vehicles are Fodens' speciality, and their exhibits this year consist of two fine examples of their current production. One of these is an eight-wheeler with a Cummins diesel engine, and the other is a 26-ton-gross six-wheeled dumper, with 9½-cu.-yd. all-steel body.

The eight-wheeler is powered by a Shotts-built Cummins NHE-180 sixcylindered diesel engine, which develops 173 b.h.p. at 1,950 r.p.m. Unit-mounted with this engine is a Foden 12-speed gearbox, consisting of a four-speed main section, bolted to the rear of which is a three-speed epicyclic auxiliary box, the gearing in this case giving two sets of underdrive ratios. The exhibit has a double-drive rear bogie, the axles being 81-in. worm-drive units, the reduction of 5.2 to 1 giving a top speed of 45 m.p.h.

Instead of the more normal 9.00-20 tyre equipment, this exhibit has 10.00-20 (14-ply) tyres, thus its gross weight rating could be above the 24-ton limit applicable in the British Isles. Fuel tankage totals 92 gal., so the eight-wheeler should have a non-stop range of at least 700 miles,

and the exhibit has the standard Foden coachbuilt cab and 24-ft. 2-in.-long, 7-ft. 6-in.-wide platform body.

The dumper has a Gardner 6LX 150b.h.p. diesel engine, and the gearbox is the same as that employed in the eightwheeler exhibit. The double-drive bogie. which has 83-in, worm axles, has a total capacity of 24 tons, and the front axle is rated for a 6-ton loading

The vehicle on display has a Foden half cab, as is usual with dumpers of this size, and the body structure includes a cab-protection canopy. The front tyres are 11.00-22 (14-ply), whilst the rear wheels carry 15.00-20 (20-ply) equipment.

GUY

Fallings Park, Wolverhampton, Staffs. BOTH the exhibits on this stand are four-wheel tractive units, one being Warrior Mk. II 9-ft.-wheelbase unit, whilst the other is representative of the more powerful Invincible Mk. II range and is an 8-ft. 9-in.-wheelbase prime mover built to the order of Russell of Bathgate. Additional to these indoor

Stand 128-Guy Motors (Europe), Ltd.,

exhibits are an Otter, a Warrior Light 6, an Invincible eight-wheeler and a Wulfrunian double - decker (well - known features of which are full air suspension, independent front suspension and disc brakes) in the demonstration park.

The Warrior tractive unit is powered by an A.E.C. AV 470 126-b.h.p. diesel engine driving through a five-speed synchromesh gearbox into an Eaton twospeed axle. This vehicle has air-hydraulic braking and is equipped with 9.00-20 Michelin "X" tyres. Like the Invincible with which it shares the stand, the Warrior exhibit has the distinctive Guy plastics-panelled cab.

150-b.h.p. diesel A Gardner 6LX powers the Invincible tractive unit, the gross train weight rating of which is 24 tons in Great Britain, although overseas the vehicle can operate at 36 tons gross. six-speed constant-mesh gearbox is fitted and the rear axle is a double-reduction unit, with spiral-bevel primary reduction gearing and a double-helical secondary train. The 154-in.-diameter wedge-actuated brakes are operated by a split air-pressure system, and the chassis has a B.T.C. fifth-wheel coupling.

KARRIER

Stand 87-Claud Hamilton (Aberdeen), Ltd., 254 Union Street, Aberdeen.

Stand 112-Scottish Automobile Co., Ltd., 7/8 Queensferry Street, Edinburgh,

Stand #14-Hamilton Bros., Ltd., 255 Glasgow Road, Paisley.

Stand 127-Melvin Motors, Ltd., 25-41 Kingston Street, Glasgow, C.5. Stand 129-Munro Motors (Glasgow),

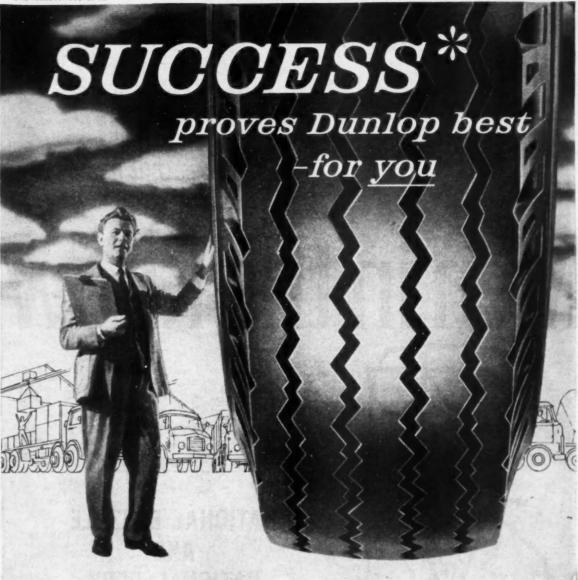
Ltd., 243 Garrioch Road, Glasgow. OF the five Karrier exhibits, only one is

a Gamecock, this being an 11-ft. 9-in.-wheelbase 3/4-tonner with Perkins 6.354 diesel engine and van body, and is on the Munro stand.

(Continued on page 509)



One of the exhibits on the Guy Motors stand is this Invincible Mk. II prime mover built to the order of Russell of Bathgate.



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Stand 122-The Fife Motor Co., Ltd.,

Stand 136-Scottish Auto Services, Ltd.,

the new B.M.C. 1.489-litre diesel engire

figure among the many Morris exhibit:

in Kelvin Hall this year. Both the low-

loaders have wheelbases of 13 ft. 4 in.,

the example on the Fife Motor Co. stand

having a drop-side body, whilst Scottish

Auto Services display a similar model,

but with light-alloy platform body. The

new, light diesel can be inspected in the

1-ton petrol-engined, bakery van, a Minor

1000 1-ton van, and a 1-ton Mini-pick-up.

There is only one heavy vehicle on Gillespie's stand, but this is a most

impressive exhibit, being a Morris prime

McLay's are also exhibiting an LD.4.

J.4 van on McLay's Garage's stand.

35-43 Washington Street, Glasgow, C.3.

WO of the new F.G. 5-ton low-loaders

and a J.4 10/12-cwt, van powered by

Halbeath Road, Dunfermline

Two of the Bantam exhibits are mobile shops, both of which are based on 10-ft. 2-in.-wheelbase chassis. One of these has 1.592-litre petrol engine and Smith's shop body, and this can be seen on the Scottish Automobile stand, the other Bantam shop being on Stand 127.

The remaining Bantams both have 10-ft. 2-in, wheelbases, and petrol engines, that on the Claud Hamilton stand having a special bottle-float body, whilst the example on Stand 114 has a platform body.

LAND-ROVER

Stand 109-James Gibbon (Motors), Ltd., 385 Parliamentary Road, Glasgow, C.4. Stand 111-Rossleigh, Ltd., 32 Shandwick Place, Edinburgh.

THERE are five Land-Rovers on the Gibbon stand and three on that of Rossleigh, Ltd. Of these eight exhibits, three feature the new 24-litre diesel engine, which develops 10 b.h.p. more than the earlier 2-litre unit.

James Gibbon are displaying three Regular models, one of which is dieselengined, this exhibit having a stationwagon body with rear door. Another vehicle on this stand is a long-wheelbase model with hard top and bonnet-mounted spare wheel, this too having a diesel engine, whilst the fifth model is a Dormobile four-berth caravan.

The Rossleigh diesel-engined exhibit is a Regular model, another Regular Land-Rover, but this time with petrol engine and station-wagon body, being displayed also. Completing the Land-Rover trio on this stand is a petrol-engined longwheelbase example.

LEYLAND

Stand 95-Leyland Motors. Leyland, Lancs. Stand 119-John Gibson and Son, Ltd.,

Jameson Place, Edinburgh, 6. Stand 130-Millburn Motors, Ltd., Millburn Street, Glasgow, N.1.

F the three vehicles on the Leyland stand, the most eye catching is the 36-ft.-long Leopard single-deck bus built to the order of Edinburgh Corporation. This has an Alexander 35-seat body, the layout of which provides a large, clear floor area for standing passengers, besides facilitating rapid loading and unloading of passengers. Another feature of the body is its fluorescent lighting.

Some 150 of these long Leopard chassis have been ordered by about 23 British operators so far. The chassis has a gross weight rating of 114 tons and is powered by a Leyland 0.600 diesel engine which incorporates the combustion system of the Power-Plus engines but which is in other respects similar to the original O.600 horizontal design. The unit develops 125 b.h.p. at 1,700 r.p.m. and drives into the Pneumo-Cyclic semi-automatic gearbox through a fluid coupling incorporating a centrifugally operated lock-up clutch, which gives better transmission efficiency than a straight hydraulic coupling.

Other chassis features include a spiralbevel rear axle, air-pressure braking. automatic chassis lubrication and Frankmann Lubrimatic equipment, which automatically tops up the engine oil level.

Except for the floor, which is of resinbonded plywood, and the front and rear roof domes, which are plastics mouldings, the Alexander body is of all-metal construction. It has three doorways, these being enclosed by air-operated doors which are individually controlled.

The other two exhibits on the Levland stand are both goods models. One is a Beaver 8-ft.-wheelbase 24-ton-gross tractive unit for McKelvie and Co. 11d. Barrhead, and the other is a Comet tipper which has been ordered by William Baxter and Son, Tranent.

The Beaver tractive unit has an O.600 Power-Plus 140-b.h.p. "economy" diesel engine driving through a seven-speed overdrive-top gearbox. Standard features of the chassis specification include airpressure braking, power-assisted steering and handbrake, "no-loss" pressurized engine cooling system and double-reduction rear axle. The exhibit is equipped with a B.T.C. fifth-wheel coupling.

The Comet tipper has the recently

This Leyland Comet tipper with Power-Plus 0.370 diesel engine is operation by William Baxter and Son, Tranent. It can be seen on Stand 95



developed Leyland O.370 Power-Plus 110-b.h.p. diesel engine, two-speed rear axle and vacuum-hydraulic braking. Edbro twin underbody ram tipping gear is fitted, and the all-metal body was built by Joseph Wilkinson (Motors), Ltd., Edinburgh. The body is 11 ft. long and 7 ft. wide and has hinged, detachable aluminium sides 2 ft. 6 in. deep, to which have been added 1-ft. 6-in.-deep folding side extensions.

On Stand 119 John Gibson and Son, Ltd., exhibit another Comet, this having a platform body built by Gibson themselves, whilst Millburn Motors display a normal-length Leopard chassis Burlingham Seagull 70 41-seat body.

MORRIS

Stand 98-McLay's Garage, Ltd., 60 High Street, Kirkintilloch.

Stand 99-William Gillespie and Son, Ltd., 53 Love Street, Paisley.

Stand 110-Westfield Autocar Co., Ltd., Westfield Avenue, Edinburgh, 11. Stand 119-J. Gibson and Son, Ltd.,

Jameson Place, Edinburgh, 6. Stand 121-A. and D. Fraser, Ltd., 39-49 Bothwell Street, Glasgow, C.2.

mover coupled to a Carrimore van semitrailer, the prime mover having Carrimore bodywork also and the two components of the outfit being streamlined. vehicle is for W. Dawson, Ltd., Glasgow, and items of interest include the additional seating accommodation in the cab, the Carrimore patented Quickfit retractable. turntable coupling, and the light-alloy bodywork of the semi-trailer. Also on

this stand is a Minor 1000 1-ton van. There are four exhibits on the Westfield Autocar stand, two of these being Morris. Minor 1000 1-ton models—one a van and the other a pick-up. The largest exhibit is a tipper based on a 12-ft. 6-in, wheelbase, diesel-engined, 7-tonner chassis. This has Edbro-B. and E. 4LNX twin-ram tipping gear and timber body, the floor of which is steel lined. The remaining exhibit on this stand is an LD.5 11-ton petrol-engined chassis equipped with an Appleyard mobile ice-cream factory body.

A stand with only one Morris exhibit on it is that of John Gibson, who display a prime mover coupled to a York Freightmaster box-van semi-trailer. The prime mover has an Eaton 13802 two-speed rear axle and fifth-wheel coupling gear.

A and D. Fraser have on their stand a J.2 16/18-cwt., petrol-engined van, an extended-wheelbase 7-tonner equipped with power steering, 40-gal. fuel tank, 9.00-20 tyres and Gibson 20-ft. platform

body, and a 4-ton Mini-van.

In addition to the new low-loader already mentioned, the Fife Motor Co. are exhibiting two mobile shops, one based on an F.G. 14-ton chassis and containing a small refrigerator, whilst the other-which has a refrigerated counteris on an F.G. 3-ton model. Both these shops are petrol-engined. Sharing the Scottish Auto Services' stand with the other 5-ton low-loader are a Mini-van and a Mini-pick-up.

RENAULT

Stand 124-Wylie and Lochhead, Ltd., 117 Berkeley Street, Glasgow, C.3.

THE exhibitors on this stand have the honour of staging the world début of the Renault Fourgon 6-cwt, van, details of which are released today for the first time and appear on page 483. this stand are two Estafette 10/12-cwt. vehicles, one being shown as a high-roof van, and the other as a pick-up.

The new 6-cwt, van is based on the recently introduced Renault 4L car, and the van body-which has a capacity of 66.5 cu. ft.-has a single rear door, whilst

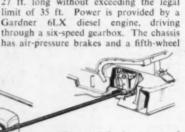
system containing water and glycol and which never needs topping up, and the bolted construction of chassis and body simplifies repair procedures. Standard equipment includes a fresh-air heater and demister and an adjustment for the headlamps to enable compensation to be made for the change in the van's level between the laden and unladen conditions.

SCAMMELL

Stand 125-Scammell Lorries, Ltd., Watford, Herts.

THE most recently introduced of the Scammell exhibits is the Fourtrak 14/15-ton semi-trailer. Also displayed is a Handyman tractive unit and a nonreactive bogie as used on Scammell maximum-capacity semi-trailers. The Fourtrak exhibit is 26 ft. long and has fifthwheel coupling gear, although the model is alternatively available with Scammell automatic coupling. Similarly, a choice is offered in respect of braking equipment

The Handyman tractive unit is a forward-control design with a wheelbase of 8 ft. 64 in., its short overall length allowing it to be used with semi-trailers up to 27 ft. long without exceeding the legal limit of 35 ft. Power is provided by a Gardner 6LX diesel engine, driving through a six-speed gearbox. The chassis



coupling, and the latest type of Scammell plastics cab is mounted.

The third exhibit is an example of the Scammell airsprung bogie which is available on Scammell 24-ton-gross semitrailers. It will be seen that each of the four wheel hubs is carried

on independent triangulated trailing arms, with the air bellows interposed between these arms and the chassis frame. Light linkages connect the arms on each side to reduce the tendency for wheel hop when braking hard.

wards to give improved loading clearance. Like the 4L, the Fourgon 6-cwt, has a

0.747-litre four-cylinder 26.5-b.h.p. water-cooled petrol engine, driving into a three-speed synchromesh gearbox and thence by swinging half-shafts to the front wheels. A particularly outstanding feature of the design is the all-independent torsion-bar suspension which gives a remarkably smooth ride over very rough surfaces and allows a ground clearance of nearly 8 in. Thus the Fourgon should be an admirable vehicle for delivery work in country districts.

A cut-away drawing of the front suspension of the Renault Fourgon van. Note the torsion-

bar layout.

listed as an optional extra is a hinged

rear-roof section which can be swung up-

A top speed of 65 m.p.h. and an average consumption rate of 45-55 m.p.g. are claimed for the van, the kerb weight of which is 121 cwt. Other features of the design include the elimination of the need for chassis greasing, the sealed cooling

SEDDON

Stand 92-Moodie and Co., 27-29 Colston Road, Bishopbriggs, Glasgow,

Stand 132-Central Motors (Calderbank). Ltd., Calderbank, Airdrie,

Stand 133-Seddon Diesel Vehicles, Ltd., Oldham, Lancs,

THERE are nine Seddon goods vehicles at Kelvin Hall this year and four of these are from the new Mk. 2 8-ton range. Interest will be centred also on the novel two-spring bogie of the 15/10 six-wheeler exhibited by Moodie, a weight-saving feature of which is that each of the springs contains only two leaves.

Moodie are showing two of the new 8-tonners. One of these is a 13-ft. 6-in.wheelbase model with Leyland O.370 diesel engine, six-speed overdrive-top gearbox and single-speed rear axle. Like the other 8-tonners, this exhibit has the latest Seddon plastics-panelled cab, a feature of which is the small engine cowl made possible by the low mounting of the engine in the chassis frame. The particular cab on this model has paired headlamps, these being optional equip-

The other Mk. 2 on this stand has a Perkins 6.354 diesel engine, five-speed gearbox and single-speed axle. This is a 12-ft. 6-in.-wheelbase version with Pilot OV.3 tipping gear and Seddon timber body. A similar mechanical specification applies to the 7-ft.-wheelbase 16-ton-gross tractive unit on this stand, the short length of which allows it to be used with 28-ft. semi-trailers. A note of refinement is struck by the use of pure leather upholstery in the cab.

A fourth exhibit on this stand is the six-wheeler with the new Seddon lightweight bogie, the suspension of which is worthy of particular study. This chassis, which has a trailing axle and 10.00-20 tyres, is powered by a Leyland 0.400 diesel engine. Its wheelbase is 17 ft., and air-pressure braking is employed. The Moodie collection is completed by an SD.4 24-ton-gross tractive unit, which has a Gardner 6LX engine, whilst there is also a Perkins 6.354 engine on display.

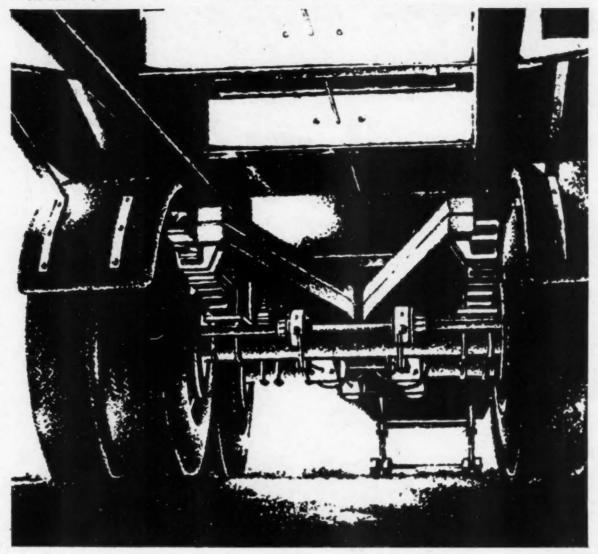
Central Motors show a 14-ft. 6-in.wheelbase Mk. 2 chassis-cab, the power unit of which is a Leyland O.370, and also on this stand is a Mk. 15/10 tractive unit, this having a wheelbase of 7 ft. 6 in., and being powered by a Leyland 0.400 engine. This vehicle is equipped with an S.A.E./S.M.M.T. fifth-wheel coupling.

On the Seddon stand can be seen the fourth Mk. 2 exhibit, which is a tipper with an identical specification to the Mk. 2 tipper on the Moodie stand except that an Eaton two-speed axle is fitted. The other exhibit on this stand is an unusual one-a mobile crane. based on what is essentially a Mk. 15/10 chassis except that the side members are rolled-steel joists. The chassis has a wheelbase of 11 ft. 6 in. and a Leyland 0.350 diesel engine, and carries a Redler crane, the makers of which carried out some of the chassis conversion. Of interest is the full-width cab, the upper half of which consists of a Perspex dome.

STANDARD

Stand 88-Macharg, Rennie and Lindsay, Ltd., 16 Berkeley Street, Glasgow, C.3. Stand 111-Rossleigh, Ltd., 32 Shandwick Place, Edinburgh.

THE six Standard commercial-vehicle exhibits at Kelvin Hall are equally divided between the two stands listed above, and consist of Atlas Major and 6-cwt. models. Macharg, Rennie and Lindsay show one Atlas Major van, this having the optional passenger seat, together with two 6-cwt, vehicles, one of which is a van and the other a pick-up. (Continued on page 511)



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Rossleigh also show an Atlas Major van, but the other model from this range is a pick-up. As in the case of the Atlas Major on Stand 88, both these exhibits have the optional passenger seat. The third Standard on Stand 111 is a blue 6-cwt, van.

THAMES

Stand 89—Alexanders of Edinburgh, Ltd., Semple Street, Edinburgh. Stand 90—Wylie's, Ltd., 370 Pollockshaws

Road, Glasgow.

Stand 100—George and Jobling, Ltd., 140-160 Bothwell Street, Glasgow, C.2. Stand 101—Paisley Motor Co., Ltd., 85 Causeyside Street, Paisley.

Stand 102—Croft Bodybuilding and Engineering Co., Ltd., 1009 Gallowgate, Glasgow, E.I.

Stand 107—Frew and Co., Ltd., 14
Princes Street, Perth.

Stand 138—James A. Laidlaw (Airdrie), Ltd., South Biggar Road, Airdrie,

THERE are no fewer than 12 Thames commercial vehicles inside Kelvin Hall this year, augmented by three demonstration vehicles in the outside Park. Working through the list of exhibits in stand order, we find Alexanders displaying a Trader 6 x 4 chassis with All Wheel Drive conversion and Pilot twin-ram tipping gear operating a 10-cu.-yd. drop-side body. Also on this stand is a low-frame Trader 4-tonner with special 520-cu.-ft. box van bodywork.

Next door to Alexanders, Wylie's show two Trader models, one being a 600-cu.ft. van based on a 5-ton chassis with fourcylindered diesel engine. The body of this van has a plastics roof, double floor, rear roller shutter and folding step. Wylie's other exhibit is a 7-ft. 9-in.wheelbase tractive unit equipped with Taskers Double-Safety 6/12-ton auto-

matic coupling gear.

George and Jobling offer only one Thames exhibit, this being a Trader 30-cwt. low-frame chassis with four-cylindered diesel engine and equipped with an Ingersoll-Rand compressor unit, this being the CR 110 type which is powered by a Gardner three-cylindered diesel engine. On the next stand Paisley Motor Co. have a Trader 5-ton tipper on display, this having Telehoist SL.7 tipping gear and all-steel body. It shares the stand with a Thames 15-cwt. van,

equipped with Perkins 4.99 diesel engine and side-loading body.

The neighbouring stand is occupied by Croft, and their Trader low-frame 3-tonner exhibit is interesting for its special Garner easy-access cab conversion, which has been effected by moving the front axle forward to give room for steps behind the front wheels. The axle is 18 in. ahead of its standard position, but the steering column has not been moved. This converted chassis has a composite-construction box-van body.

A Trader 7½-tonner with Baico 30-in. chassis extension, power-assisted steering and five-speed overdrive-top gearbox can be seen on the Frew stand, this chassis being mounted with a 20-ft. 6-in. platform body. Also on this stand is a 15-cwt. pick-up, with standard petrol engine. Another 7½-tonner is to be found on Stand 138, this example having Edbro twin-ram tipping gear and timber body.

ON DEMONSTRATION

A FEW of the many vehicles being demonstrated outside Kelvin Hall are listed below:—

A.E.C.: Reliance 36-ft, coach; Bridgemaster integral double-decker; Marshall 6 x 4 tipper.

Daimler: Fleetline rear-engined double-decker with Daimler 8.6-litre diesel engine and M.C.W. 77-seat body.

Guy: Wulfrunian double-decker, with disc brakes and air suspension; Invincible eight-wheeler; Warrior Light 6 six-wheeler; Otter fourwheeler.

Thames: Trader 6 x 4, with All Wheel Drive conversion; Burlingham Gannet 41-seat coach; Duple Yeoman 41-seat coach.

The other exhibit on Laidlaw's stand is one of the new 7-cwt. vans, as based on the Anglia 105E private car.

THORNYCROFT

Stand 94—Transport Equipment (Thorny-croft), Ltd., Basingstoke, Hants.

TWO off-the-road vehicles comprise the Thornycroft exhibits this year, and one of them—the Nubian 6 x 6—reveals the first signs of co-operation between this company and A.E.C., Ltd., since the latter took it over earlier this year, in that it has an A.E.C. diesel engine and gearbox.



Dwarfing the other vehicles in Kelvin Hall is the Antar/Sandmaster exhibit, which is 38 ft. 2½ in. long and 10 ft. 4 in. wide, and weighs about 19½ tons empty. The chassis is a 6 x. 4 and is powered by a Rolls-Royce C6.TFL six-cylindered turbo-blown diesel engine with a gross output of 300 b.h.p. at 2,100 r.p.m. and a torque peak of 850 lb.-ft. at 1,300 r.p.m. The engine drives through a Self-Changing Gears' eight-speed semi-automatic gearbox, and the rear axles are double-reduction units.

A Hands-England self-loading stakesided body, headache rack, Woodfield Senior 60,000-lb. winch, and Thornycroft plastics cab are fitted. Other interesting features of this vehicle are the six separate fuel tanks, which give a total capacity of 750 gal., the hollow front bumper bar, which is used to carry additional cooling water, and the size of the Firestone tyres, 21.00-25 equipment being fitted on the front wheels, with 18.00-25 tyres at the bogie. Tecalemit automatic chassis lubrication is incorporated, and, as can be imagined with a vehicle of this size, the steering is powerassisted.

Almost dwarfed by the Antar/Sandmaster is the Nubian six-wheel-drive chassis, which is of the type built for use as the basis of fire-crash tenders. This design is well known for its good crosscountry performance, but, as already mentioned, it appears in Glasgow for the

first time with an A.E.C. power unit.

This engine is the AV 410 diesel engine which drives through an A.E.C. five-speed gearbox. Behind this main gearbox there is an auxiliary box, which doubles up the number of gearbox-ratios available and contains also the mechanism for engaging and disengaging the front-axle drive.

VOLKSWAGEN

Stand 118—Croall and Croall, York Lane, Edinburgh, 1.

Stand 120—Cameron and Campbell, Ltd., 171-181 Bothwell Street, Glasgow, C.2.

ON these stands there is a total of eight Volkswagen commercial vehicle exhibits, including a refrigerated van on Stand 120. Croall and Croall show two caravan conversions of the standard Volkswagen 15-cwt. van, but of direct interest to the commercial-vehicle user are their two other exhibits, one of which is a side-loading van and the other a pick-up.

In addition to the refrigerated van, which can be seen in operation, Cameron and Campbell show a side-loading van, a pick-up and a Kombi, an unusual vehicle which has eight removable seats so that it can carry either this number of passengers or 15 cwt. of goods, or any combination of these two, according to how many

seats are removed.

Various improvements have been effected on the latest series of Volkswagen commercials, including alterations to the clutch operation, the handbrake cable and the steering drag link, the provision of padded sun visors and an electrical fuel gauge, and the adoption of clearer direction-indicator and stop lamps.

A Lightning Guide to the "Gallery"

Service Equipment

Stands 139-146

143—Alex. Cheyne, Ltd. 139—East of Scotland Factors, Ltd. 140—The Garage Equipment Co. 145—Lawric Bros., Ltd. 142—F. W. Murray. 141—James Robertson (Factors),

d. 146—Swan, Tennent and McMeekin. 144—Thomson and Brown Bros.,

Accessories and Components

Stands 147-237

AERIALS 236-L. F. Brenner, Ltd.

ANTI-FREEZE 213—Alexander

Co., Ltd. 199-Romac Industries, Ltd. 176-S. Smith and Sons (England),

BATTERIES Electrical Indus-189-Associated

189—Associated tries, Ltd.
231—Chloride Batteries, Ltd.
177—Joseph Lucas, Ltd.
205—Oldham and Son, Ltd.
184—Park Brothers, Ltd.
187—Pritchett and Gold
E.P.S. Co., Ltd.

BATTERY CHARGERS 189—Associated Electrical I tries, Ltd. 210—Stenor, Ltd.

BODYWORK 165—Edbro-B. and E. Tippers, Lt 157—G. E. Neville and Son, Ltd. 175—Pilot Works, Ltd. 154—Telehoist, Ltd.

BODYWORK FITTINGS AC-Delco Division of General Ltd. lotors, Ltd. 161-John Adams (Coach Supplies),

td. 236-L. F. Brenner, Ltd. 199-Romac Industries, Ltd.

BODYWORK-REPAIR ITEMS 236-L. F. Brenner, 223-Docker Broth

BRAKE TESTING APPARATUS

BRAKING EQUIPMENT

204—Clayton Dewandre Co., Ltd. 191—Girling, Ltd.

CABLES AND WIRING 227-Ripaults, Ltd. 199-Romac Industries, Ltd.

CASTINGS and Grandage. 158 - Hepworth

CLEANERS AND POLISHES
51—Apaseal, Ltd.

151 Apascal, Ltd. 236 L. F. Brenner, Ltd. 213 Alexander Duckham

148—Duthie and Co. 199—Romac Industries, L 159—Trico-Folberth, Ltd

CLUTCHES 201—Borg and Beck C

COOLING-SYSTEM ITEMS 218—AC-Delco Division of Gen

218—AC-Delco Division of General lotors, Ltd. 151—Apaseal, Ltd. 177—Joseph Lucas, Ltd. 197—Serck Radiator Services, Ltd.

CYLINDER LINERS 158—Hepworth and Grandage, Ltd C44

DIRECTION INDICATORS

236—L. F. Brenner, Ltd. 232—C.A.V., Ltd. 177—Joseph Lucas, Ltd. 180—Simms Motor Units, Ltd. 159—Trico-Folberth, Ltd.

ENGINE FUEL PUMPS 218—AC-Delco Division of General lotors, Ltd. 177—Joseph Lucas, Ltd. 180—Simms Motor Units, Ltd.

ENGINES 165-Norris, Henty and Gardners,

FACTORS Varied ranges of accessories and components are shown on the following stands:—

167—Edmunds, Walker and Co.,

d. 229—Irvine Electrical Services, Ltd. 225—James H. Lighthody and Son,

Ltd. 169—Geo. and Jas. Paton (Engineering), Ltd. 183—J. C. Stevenson (Components),

146-Swan, Tennent and McMeekin. 171-Thomson and Brown Bros., 206-Turner and Co. (Glasgow),

FAN BELTS FAN BELTS
203—British Belting and Asbesto
td. (Mintex).
182—Ferodo, Ltd.
212—John Bull Rubber Co., Ltd.
188—Raybestos-Belaco, Ltd. Belting and Asbestos.

FILTERS (AIR, FUEL AND OIL)
218—AC-Delco Division of General
Motors, Ltd. 218—AC-Delco Division of General Motors, Ltd. 230—Automotive Products Co., Ltd. 232—C. A.V., Ltd. 180—Simms Motor Units, Ltd. 156—Tecalemit (Engineering), Ltd.

FINANCE

FINANCE
174—Bowmaker, Ltd.
215—The British Wagon Co., Ltd.
237—Forward Trust, Ltd.
234—Lombank, Ltd.
224—Mercantife Credit Co., Ltd.
173—Mutual Finance, Ltd.
219—Scottish Midland Guarantee

219—Scottish Midland Guarantee rust, Ltd. 211—United Dominions Trust, Ltd. 217—United Motor Finance Cor-poration, Ltd.

FRICTION MATERIALS

153—Brake Linings, Ltd. (Duron). 203—British Belting and Asbestos, td. (Mintex). 182—Ferodo, Ltd. 188—Raybestos-Belaco, Ltd. 194—Smail and Parkes, Ltd. (Don).

FUEL-INJECTION EQUIPMENT 232-C.A.V., Ltd. 180-Simms Motor Units, Ltd.

GEARBOXES 193-Borg Warner, Ltd. (Auto-

GENERATORS 232—C.A.V., Ltd. 177—Joseph Lucas, Ltd. 180—Simms Motor Units, Ltd.

HEATERS AND DEMISTERS 204—Clayton Dewandre Co., Ltd. 176—S. Smith and Sons (England), Ltd.

HORNS
218—AC - Delco Divis
General Motors, Ltd.
177—Joseph Lucas, Ltd.
160—Marchal Distributors
159—Trico-Folberth, Ltd. Division

HOSES 212-John Bull Rubber Co., Ltd.

HYDRAULIC RAMS, VALVES AND PUMPS 164—Adrolic Engineering Co., Ltd.

IGNITION EQUIPMENT 218—AC-Delco Division of General Motors, Ltd. 177—Joseph Lucas, Ltd. 147—Runbaken Electrical Products.

An Exclusive Directory of Exhibits in the Accessory and Workshop Equipment Sections of the Scottish Motor Show

INSTRUMENTS 218—AC-Delco Division of General lotors. Ltd. 180—Simms Motor Units, Ltd. 176—S. Smith and Sons (England),

LAMPS

236—L. F. Brenner, Ltd. 232—C.A.V., Ltd. 177—Joseph Lucas, Ltd. 160—Marchal Distributors, Ltd. 180—Simms Motor Units, Ltd.

LUBRICANTS
and Turpentine

209—British Oil and Turpentine Corpn., Ltd. 196—Castrol, Ltd. 213—Alexander Duckham and Co.,

220 Great Eastern Oil Co., Ltd 163-Gulf Oil (Great Britain), Ltd.

LUBRICATION, WASHING AND TYRE-INFLATION PLANT 196-Castrol, Ltd. 179-Dunlop Rubber Co., Ltd. 156-Tecalemit (Engineering). Ltd.

LUBRICATORS (CHASSIS, AUTOMATIC) 204—Clayton Dewandre Co., Ltd. 156—Tecalemit (Engineering), Ltd.

MIRRORS 236—L. F. Brenner, Ltd 177—Joseph Lucas, Ltd. 159—Trico-Folberth, Ltd.

NUMBER PLATES 198—Car Plates, Ltd.

PAINTS 233—Docker Brothers. 186—General and Industrial Paints, d. 199—Romac Industries, Ltd. 172—Thornley and Knight, L

PISTONS AND RINGS

170-Cords Piston Ring Co., Ltd. 158-Hepworth and Grandage, Ltd.

PLASTICS 203—British Belting and Asbestos, td. (Mintex).

223—Docker Brothers.

PUBLICATIONS

230—Associated Hiffe Press, I 162—Harlequin Press (1955), Lic 226—Motor World Publishing (

RADIO 176-5. Smith and Sons (England), Ltd.

REFLECTORS 236—L. F. Brenner, Ltd. 177—Joseph Lucas, Ltd. 180—Simms Motor Units, Ltd.

SAFETY HARNESSES

Karobes, Ltd.
 Romac Industries, Ltd.

SPARKING PLUGS
218—AC-Delco Division of General
Motors, Etd.
190—Champion Sparking Plug Co.,
Ltd.
152—Lodge Plugs, Ltd,
160—Marchal Distributors, Ltd.

SPRINGS AND DAMPERS

149-William E. Cary, Ltd. 191-Girling, Ltd.

STARTER MOTORS 232—C.A.V., Ltd. 177—Joseph Lucas, Ltd. 180—Simms Motor Units, Ltd.

STEERING JOINTS Products Co., SWITCHES 218—AC-Delco Division of General

218—AC-Delco Division of Gene otors, Ltd. 236—L. F. Brenner, Ltd. 232—C.A.V., Ltd. 177—Joseph Lucas, Ltd. 180—Simms Motor Units, Ltd. 159—Trico-Folberth, Ltd.

TIPPING GEARS 166—Edbro-B, and E. Tipp 175—Pilot Works. Ltd. 154—Telehoist, Ltd. Tippers, Ltd.

TRAVEL RUGS 192—Rally-Klad, Ltd.

TURBOCHARGERS 232-C.A.V., Ltd. 180-Simms Motor Units, Ltd.

TYRES

233—Avon India Rubber Co., Ltd.
179—Dunlop Rubber Co., Ltd.
216—Firestone Tyre and Rubber
Co., Ltd.
195—Fisk Tyres, Ltd.
207—Goodyear Tyre and Rubber
Co., G. B.), Ltd.
214—Henley's Tyre and Rubber

208-India Tyre and Rubber Co.

212—John Bull Rubber Co., Ltd. 221—Michelin Tyre Co., Ltd. 178—North British Rubber Co., 181-Pirelli, Ltd.

TYRE-REPAIR EQUIPMENT

151—Apaseal, Ltd. 212—John Bull Rubber Co., Ltd. 199—Romac Industries, Ltd. 210—Stenor, Ltd.

UPHOLSTERY

202—Karobes, Ltd. 185—Kumficar (Sales), Ltd. 192—Rally-Klad, Ltd.

WINDSCREEN WASHERS

177-Joseph Lucas, Ltd. 159-Trico-Folberth, Ltd.

WINDSCREEN WIPERS 218—AC-Delco Division of Ge orors, Ltd. 22—C.A.V., Ltd. 177—Joseph Lucas, Ltd. 199—Romac Industries, Ltd. 159—Trico-Folberth, Ltd.

Addresses

Addresses

218—AC-Delco Div. of General

Motors, Ltd., Dunstable, Beds.
161—Adams, John (Coach Supplies),
Ltd., 7 Lister Street, Glasgow, C.4.
164—Adrolic Engineering Co., Ltd.,
Clober Works, Milnasvie.
151—Apascal, Ltd., Bowes House,
Battle Road, Hailsham, Sussex.
189—Associated Electrical Industries,
Ltd., Ponders End, Enfield,
Middx.

tries, Ltd., Ponders End, Enfield, Middx.
230—Associated Iliffe Press Ltd., Dorset House, Stamford Street, London, S. E. I.
235—Automaticket, Ltd., 147 Wardour Street, London, W. I.
200—Automotive Products Co., Ltd., Tachbrook Road, Leamington Sna

Ltd., Tachbrook Road, Leaburgon, Spa.

233—Avon India Rubber Co., Ltd.,
205 High Street, Glasgow, C.I.,
201—Borg and Beck Co., Ltd.,
219—Borg Marner, Ltd., Jubilee
Road, Letchworth, Herts.
174—Bowmaker, Ltd., 55/56 St.
James Street, London, S.W.I.
183—Brake Linings, Ltd., Bridge
Street, Buxton,
155—Bramber Eng. Co., Ltd., 162
Blairtummock Road, Queenslie Estate,
Glasgow, E.2.

155—Bramber Eng. Co., Ltd., 162 Blairtummock Road, Queenslie Estate, Glasgow, E.2. 236—Brenner, L. F., Ltd., 235 Halfway Street, Sidcup, Kent., 203—British Belting and Asbestos, Ltd., Cleckheaton, Yorks. Ltd., 235

(Continued on page 513)



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- ★ Ensure that tyres are not allowed to wear beyond the retreading stage.
- ★ Recommend the correct Tyresoles tread for your tyres according to their use.

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209-British Oil and Turpentine Corpn., Ltd., Kelvin Avenue, Hilling-ton, Glasgow, S.W.2. 215-British Wagon Co., Ltd., 23 Moorgate, Rotherham.

-Car Plates, Ltd., 30 Elmbank

Lanc, Glasgow. 149—Cary, William E., Ltd., Blan-tyre Industrial Estate, High Blantyre,

149—Cary, William E., Ltd., Blantyre, Industrial Estate, High Blantyre, Glasgow, 196—Castrol, Ltd., Castrol House, Marylebone Road, London, N.W.ł. 232—C.A.V., Ltd., Warple Way, Acton, London, Day, 190—Champion Sparking Plug Co. Ltd., Feltham, Middx, Ltd., 77 Dec Street, Aberdeen. 231—Chloride Batteries, Ltd., 77 Dec Street, Aberdeen. 231—Chloride Batteries, Ltd., 40 Turcen Street, Glasgow, 204—Clayton Dewandre Co., Ltd., 71:71 Serub Lane, London, N.W.10. 223—Docker Brothers, Rotton Park Street, Birmingham, 16. 213—Duckham, Alexander, and Co., Ltd., Hammersmith, London, W.6. 179—Dunlop Rubber Co., Ltd., 48:60 North Wallace Street, Glasgow, 148—Duthie and Co., Merrylee Park Lane, Fenwick Road, Giffnock, 139—East of Scotland Factors, Ltd., 87 Cowgate, Dundee. 166—Edbro-B and E. Tippers, Ltd., Quebec Street, Bolton, Lanes. 167—Edmunds, Walker and Co., Ltd., 114 George Street, Edinburgh, 2, 182—Ferodo, Ltd., 84 Hanover Street, Edinburgh, 2, 182—Ferodo, Ltd., 84 Hanover Street, Edinburgh, 2, 216—Firestone Tyre and Rubber Co., Ltd., Great West Road, Brent-

216-Firestone Tyre and Rubber Co., Ltd., Great West Road, Brent-ford, Middx.

195—Fisk Tyres, Ltd., Leamington Road, Edinburgh, 3. 237—Forward Trust, Ltd., 39 New-hall Street, Birmingham, 3.

140—Garage Equipment Co., 68 Cadogan Street, Glasgow, C.1. 186—General and Industrial Paints, Ltd., 28 Wadsworth Road, Perivale, Greenford, Middx.

Greenford, Middx.

191—Girling, Ltd., Kings Road,
Tyseley, Birmingham.

207—Goodyear Tyre and Rubber
Co. (G.B.), Ltd., 172 Bothwell Street,
Glasgow, C.2.

220—Great Eastern Oil Co., Ltd.,
372 Scotland Street, Glasgow, C.5,
163—Gulf Oil Gforat Britain), Ltd.,
6 and 7 Grosvenor Place, London,
S.W.1.

162—Harlequin Press (1955), Ltd., Old Colony House, South King Street,

Old Colony returns, some and Rubber Co., Ltd., Henley house, Randolph Avenue, Maida Vale, London, W.9. 158—Hepworth and Grandage, Ltd., St. John's Works, East Bowling, Bradford.

208-India Tyre and Rubber Co., Ltd., P.O. Box 5, Inchingan, Renfrew-

shire.
229—Irvine Electrical Services, Ltd.,
116 Blythswood Street, Glasgow, C.2.
212—John Bull Rubber Co., Ltd.,
Evington Valley Mills, Leics.
202—Karobes, Ltd., Queensway,
Leamington Spa, Warwicks.
150—Kismet, Ltd., 44 Eyre Lanc,
Sheffield.

Sheffield.

185—Kumficar (Sales), Ltd., Adelaide Street, Halifax.

145—Lawrie Bros., Ltd., 16 Dixon Street, Glassow.

225—Lightbody, James H., and Son, Ltd., 147 North Street, Glassow. C.3.

152—Lodge Plugs, Ltd., Rugby.

234—Lombank, Ltd., Lombard House, 18 Newton Place, Glasgow.

177—Lucas, Joseph, Ltd., Great King Street, Birmingbam.

160—Marchal Distributors, Ltd., Brook Lane North, Gt. West Road, Brentford, Middx.
224—Mercansile Credit Co., Ltd., 534 Sauchichall Street, Glassow C., 221—Michelin Tyre Co., Ltd., 81 Fuham Road, London, S.W.3.
226—Motor World Publishing Co., Ltd., 73 Dunlop Street, Glassow, 142—Murray, F. W., 34 Bath Street, Glassow,

Glasgow. 173—Mutual Finance, Ltd., 129 St. Vincent Street, Glasgow, 157—Neville, G. E., and Son, Ltd., Nottingham Road, Mansfield, Notts. Nottingham Road, Mansfield, Notts.
165—Norris, Henty and Gardners,
164. 124 St. Vincent Street, Glasgow,
178—North British Rubber Co.,
Ltd., Castle Mills, Edinburgh, 3.
205—Oldham and Son, Ltd.,
Drinton, Manchester,
184—Park Brothers, Ltd., Chapelhall Industrial Estate, Airdrie.
169—Paton, Geo. and Jas. (Engineering), Ltd., 97 Wellington Street,
Glasgow,

lasgow.

168—Performance Equipment Co.,
d., Sandford Street, Birkenhead,

168—Performance Equipment Co., Ltd., Sandford Street, Birkenhead, Cheshire.

175—Pilot Works, Ltd., Manchester Road, Bolton, Lancs.

181—Pirelli, Ltd., 222 Bothwell Street, Glasgow, C.2.

187—Pritchett and Gold and E.P.S.
Co., Ltd., 137 Victoria Street, London, S.W.1.

192—Rally-Klad, Ltd., 62 Albion Street, Glasgow, 188—Raybestos-Belaco, Ltd., 112-118 North Street, Glasgow, 227—Ripaulis, Ltd., Southbury Road, Enfield, Midds, 141—Robertson, James (Factors), Ltd., 95 West Nile Street, Glasgow, C.I.

199—Romac Industries, Ltd., Romac Works, Edgware Road, The Hyde, London, N.W.9.

147—Runbaken Electrical Products, 45 Oxford Road, Manchester, 1, 219—Scottish Midland Guarantee Trust, Ltd., 42/43 Drumsheugh Gardens, Edinburgh, 3, 197—Serck Radiator Services, Ltd., 15/17 Montrose Avenue, Hillington, Glassenser 197 Sector Avenue, Hillington, Glasgow, 180—Simms Motor Units, Ltd., 95-105 Finnicston Street, Glasgow, 194—Small and Parkes, Ltd.,

194—Small and Parkes, Ltd., Hendham Vale Works, Manchester, 9, 176—Smith, S., and Sons (England), Ltd., 123/145 North Street, Glassow 210—Stenor, Ltd., Kewfoot, Rich-mond, Surrey, 183—Stevenson, J. C. (Components), Ltd.

183—Stevenson, J. C. (Components) Ltd., 134 Berkeley Street, Glasgow

146-Swan, Tennent and McMeekin.

C.3.

146—Swan, Tennent and McMeckin.

8 Dixon Street, Glasgow.
156—Tecalemit (Engineering). Ltd.,
Plymouth, S. Devon.
154—Telchoist, Ltd., Telchoist
Works, Swindon Lane, Cheltenham.
228—Temple Press Limited, Bowking
Green Lane, London, E.C.I.
171—Thomson and Brown Bros.
Ltd., 126 George Street, Edinburgh, 2.
144—Thomson and Brown Bros.
Ltd., 126 George Street, Edinburgh, 2.
222—Thomson, Thos., Sons and Co.
(Barrhead). Ltd., Fereneze Works,
Barrhead, Renfrews.
172—Thornley and Knight, Ltd.
Bordesley Green Road, Birmingham.
156.

9. 159—Trico-Folberth. Ltd., Great West Road, Brentford, Middx. 206—Turner and Co. (Glasgow). Ltd., 65-69 Brown Street, Glasgow, C.1.

C.I. 211—United Dominions Trust, Ltd., United Dominions House, Eastcheap, London, E.C.3. 217—United Motor Finance Corporation, Ltd., 54 Gordon Street, Glasgow.

A Compact Collection

A Walk Round the Outer Gangway Inside Kelvin Hall

ALTHOUGH most of the glamour of any Motor Show must be of necessity associated with the vehicle exhibits, accessories, components and so forth are important to the operator, not only from the question of obtaining spare parts for his vehicles, but also because

he can often improve on either the performance or the comfort and safety of his vehicles by wise purchase in this field.

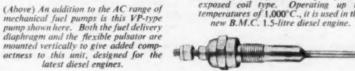
So tear yourself away from the centre stands, and take a stroll round the outer gangway inside Kelvin Hall. This sort safari is best done systematically unless a visitor has one particular stand, and one only, that he must see, so this conducted tour will start at Stand 147 and finish at 237.

The well-known Manchester concern of Runbaken occupy this first stand and their exhibits include ignition equipment. All manner of vehicle washing and polishing preparations can be found on the



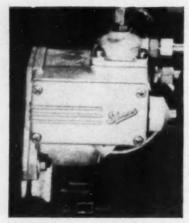
A new C.A.V. stop/tail and number plate illumination lamp known as the VP58. It has a diameter of 4 in., and is 31-in. deep.

(Below) This new pencil-slim K.L.G. glow plug has a sheathed element only $\frac{1}{6}$ in. in diameter, as compared with $\frac{1}{6}$ in. for the exposed coil type. Operating up to temperatures of 1,000°C., it is used in the new B.M.C. 1.5-litre diesel engine.



next stand, whilst next to this Cary's exhibit springs, including their Laminaire progressive type. Bowes Seal Fast tyrerepair equipment and polishes can be seen on Stand 151, next to which is a wide assortment of Lodge sparking plugs.

Duron brake linings and clutch plates in profusion are on display on the next stand, whilst next door Telehoist concentrate on their bodywork and tipping gear products. The usual assortment of Bramber engineering items can be seen on Stand 155, the next stand offering examples of Tecalemit lubrication specialities. G. E. Neville's stand bears photographs of their products and sections of their special U-shaped tipping bodies and Bulker transporters, whilst



On Stand 180 will be a working model of this Simms Mark II petrol injector.

the display on Stand 158 presents a comprehensive selection of Hepolite pistons, piston rings, cylinder liners and so forth.

On the other side of the Bunhouse Road entrance, Trico-Folberth, Ltd., show screen washers and cleaning preparations, also their interesting doubleleaf Aeramic windscreen-wiper blade. On the next stand, Trico's associate company, Marchal Distributors, Ltd., display lamps, sparking plugs and horns, whilst on the next stand to this can be found all manner of body fittings. Walking farther along the line of this wall the visitor passes a stand of publications. one stand devoted to lubricants, then that of the Adrolic Engineering Co., whose articulated-vehicle stabilizer is known, and next to this will be found one of the remarkable Gardner 6LX diesel engines, the exhibit being fully equipped and including a Plessey 3H hydraulic pump.

On Stand 166 operators with tipping vehicles will find something of interest for them, whilst operators of all types of vehicles will find a wide and interesting range of spare parts on the Edmunds, Walker stand next door The next three stands contain car-engine tune-up equipment, components and piston rings respectively, whilst on the corner Thomson and Brown display an extensive range of accessories, components and body

The next stand round the corner is devoted to paints, and two stands next to it might be able to provide financial help for your next purchase. Pilot Works, Ltd., who have bodies on several of the vehicles on display in the Show, exhibit their OV2 tipping gear and various valves and power take-off and pump units, and across the other side of the doorway, Smith's show a full range of instruments, batteries, thermostats, antifreeze and so forth. Next to Smith's is the Lucas stand, and there is plenty of interest here, ranging from theftprevention master switches to a thermostatically controlled radiator-fan motor, and including the latest Night-Day flashing-indicator system.

The next two stands in numerical order are filled with tyres and rubber products, and on the first corner we find Simms fuel-injection equipment, displaying starter motors, dynamos, an alternator, lamps, injector servicing equipment, and the latest version of their petrol-injection system, which is claimed to give improved fuel economy and performance. Having

turned the corner, the visitor passes more tyres, friction materials, accessories, upholstery materials, paints, batteries, more friction materials, more batteries, and finishes at the Champion stand, where the main attraction is sparking plugs.

On the next stand-

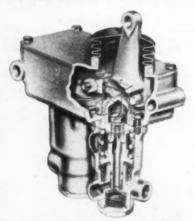
(Left) A drawing of the (Left) A drawing of the new Girling Gas Cell damper, which is designed to eliminate aeration. A quilted cushion of gas-filled plastic film is fitted in the reservoir of the damper and the state free per and no other free gas is enclosed in the unit (Stand 191).



this L568 model. It is approximately 104-in, long and 3-in. wide, and can be seen

No. 191-Girling, Ltd., show several new products, including a mechanical servo unit, a tandem master cylinder, their Mastervac vacuum servo and an interesting type of suspension damper which contains a cushion of gas. There is more upholstery on the next stand, and next to this Borg-Warner are making a feature of their new small automatic transmission, this being of a size suitable for delivery vans of up to 4-ton capacity.

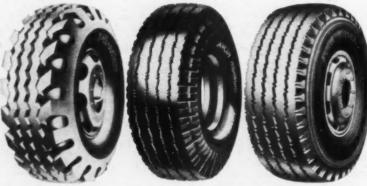
Friction material and tyres occupy the next stands, and in the corner, Castrol, Ltd., feature their oils and lubrication equipment. Cooling systems are Serck's main line of business, and



(Above) The Clayton Dewandre Dual "E" brake valve, which provides a "E" brake valve, which provides a separate brake system for front and rear axles, can be seen on Stand 204.

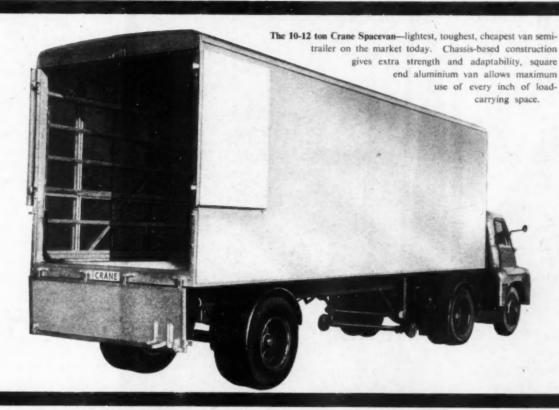
examples will be seen on Stand 197, next to which are all types of number plates. On the neighbouring stand can be found a wide range of Romac accessories, including seat belts. The next two stands are occupied by Automotive Products and Borg and Beck, associated companies whose field embraces all manner of braking equipment, steering joints, filters and clutches.

The Widney safety belt is shown on the Karobes stand, and next to this is a wide selection of Mintex products, (Continued on page 515)



(Left) The Firestone All-Traction heavy-duty tyre can be seen on Stand 216, and (centre) the Avon Highroad, developed for long-distance haulage and general trunking work (Stand 233). (Right) The John Bull giant Roadway tyre (Stand 212).

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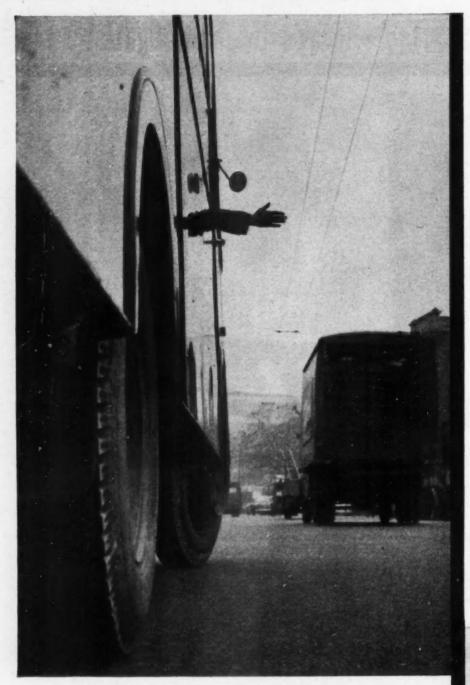
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Your surest safeguard against poor compression lies in regular valve spring replacement. And here, as always, it pays to fit TERRYS—the best springs in the world! Made from top-quality steel, Terrys 'aero' valve springs are ready to withstand, over

the longest life-span, the 4,000 compressions that, on average, represent every mile on the road. They are material-proved and passed to operate perfectly at the highest temperature levels (750° C for an exhaust valve). And of this you can be certain, whenever delivery is measured in minutes, Terrys can be relied on to give long and efficient life. But don't just take our word for it, specify Terrys and prove it for yourself in thousands of miles of peak efficiency at minimum running cost.

HERBERT TERRY & SONS LTD., REDDITCH ENGLAND

including friction materials, fan belts and brake-testing equipment. On Stand 204 Clayton Dewandre feature air-pressure and vacuum braking equipment, an exhaust brake, and heaters and demisters, amongst other things, and their stand is bordered by a fine display of Oldham hatteries.

On the corner of this "leg" Turner and Co. (Glasgow), Ltd., show a variety of accessories, including batteries, carburetters and workshop equipment, a special feature being made of the fuelinjection test appliances made by the Dunedin Engineering Co., Ltd., the simplicity of which is of great interest. Two stands full of tyres are next in line. whilst, having turned the corner, we come across five stands concerned with, in this order, lubricants, tyre repairs, hire-purchase, more tyres and more lubricants.

Passing the snack bar we find two of the next four stands concerned with tyres, and the other two with finance, and the next stand features a very complete range of AC-Delco products. Finance again on the next stand, followed by lubricants, tyres (Michelin "X" is the main feature here), more components and accessories, paints and vehicle finishes, finance again, yet more accessories, and, at the end of the row, the stand of a Glasgow publishing concern.

Passing down the remaining side of the Hall, we arrive at Stand 227, where Ripaults, Ltd., show miles and miles of cables and various pieces of workshop equipment in connection with the wiring of vehicles, also featured are harness assemblies, bonnet fasteners, terminals and connectors. The Commercial Motor stand comes next, and beside it Irvine Electrical Services display Lucas, C.A.V., AC-Delco equipment. Champion, Lodge and K.L.G. sparking plugs.

More publications on the next stand, and alongside the Argyle Street entran:
Chloride Batteries, Ltd., display a repr sentative selection of Exide batteries.

Passing across the entrance, the next stand encountered is that of C.A.V., Ltd., where fuel-injection equipment and eletrical components are the speciality, and after this comes vet another tyre stand

The journey is nearly over: on the fir t stand in the last block of four, Lombank. Ltd., can attend to your inquiries, and next to them Automaticket display their latest products. L. F. Brenner, Ltd., seem to have made few omissions from their comprehensive exhibition of accessories, and then we come to the last stand-in numerical order-which again is concerned with finance and hire-

purchase.

Quite a selection, and very few things seem to have been left out. A compact collection, and a most necessary one.

BRAKE SQUEAL A Complex Problem

WHAT causes brake squeal? This complex problem was examined on Tuesday by Dr. R. T. Spurr, principal research officer of Ferodo, Ltd., who read a paper entitled " A Theory of Brake Squeal" at a meeting of the Automobile Division of the Institution of Mechanical Engineers in Coventry.

Conditions inducing squeal studied on a test dynamometer and on actual rail and road vehicles. The squeal frequencies were then examined to discover the vibrations involved and tests simple small-scale laboratory apparatus enabled the fundamental principles to be investigated. Confirmation of the theories developed was then made by returning to actual brakes.

The early tests, using railway-type brakes on a dynamometer, showed that squeal could be irritatingly fugitive. It was found best to vary the pressure during a single stop until a slight squeak was obtained, note the pressure required and hold it constant while repeat tests were made to discover the velocity at which the squeak was loudest. The squeal eould then be built up in intensity by making a series of applications at the critical pressure and velocity.

It was found that brakes squeal over a limited band of pressures and velocities usually when the coefficient of friction was high and the speed was relatively Stationary tests showed that the brake block did not wear so that the whole of its area was in contact with the wheel, particularly at light loads. The point of contact could be moved by tilting the block slightly and this was found to be of fundamental importance in determining whether the brake would squeal or not.

When a brake is squealing, frequency investigation showed that complex vibrations of both the rotating part and

the friction material, together with its mounting, could occur. Experiments using telephone bell mounted so that it could be rotated with various materials pressing against the edge to act as exciters showed that the vibration could be confined to the bell itself, in which case a comparatively pure note was emitted, or it could include the exciter, giving a much harsher sound. evidence suggested that the latter was more directly comparable to brake squeal.

The conclusions reached were that queal was caused by an initial high frictional force deflecting the brake lining material relative to the mating surface. This caused the braking effect to be reduced, so that in time the deflection diminished and the cycle repeated itself in the form of a vibration. Important factors include the coefficient of friction and the position of the areas of contact between the friction material and the metal surface in relation to the point of support of the former. This confirmed the connection already known between squeal and heel-and-toe wear of the linings of drum brakes.

The Man Who Tried in Vain

47-YEAR-OLD South Wingfield man A 47-YEAR-OLD South Bankruptcy Court for continuing to trade as a haulage contractor when his business was insolvent and he had no hope of paying his creditors.

Arthur Evans Hill, of Birches Avenue. South Wingfield, now a bus driver, told the Official Receiver, Mr. W. W. Jordan, "I was trying all the time to pay off the

He admitted liabilities of £1,356 6s. 2d., with assets of £24 5s. 9d.

"Same Deal" Plea

THE management of a Derby factory who started their own bus services because girls relying on Derby Corporation buses were often late, have asked the East Midlands Traffic Commissioners for permission to increase single fares by ld. because Derby Corporation have recently increased their fares by the same amount

A spokesman for the company, F. W. Hampshire and Co., Ltd., manufacturing chemists, of Sinfin Lane, Derby, explained: "The terms of the agreement allowing us to operate the service state we must keep fares the same as the local authority and this we have done." The company have been running the services for 10 months.

TWO MORE VEHICLES

SMITH (BICKNOR), LTD., English Bicknor, Glos, successfully applied to the Western Licensing Authority, Mr. S. W. Nelson, at Bristol last week to add two vehicles (16 tons 10 cwt.) to their fleet in order to improve their maintenance department.

A similar application by the company was recently refused by the Acting Authority, Mr. J. C. Macdonald, sitting at Cheltenham.

Hill said he began as a haulage contractor from his home in 1956 with £200 savings. He bought two lorries, which were later repossessed, and he lost £938 on them. He obtained another lorry under an agreement, but this was also repossessed.

Asked by the Official Receiver why he had tried a third lorry on hire-purchase when another vehicle was being repossessed, Hill said: "I hoped to get enough work to pay off both vehicles."

The hearing was closed.

Planning for Profit

Will It Earn Its Keep?

The Relationship Between the Type and Specification of a Vehicle and its Subsequent Cost of Operation Must be Fully Appreciated if the Right Choice is to be Made

N considering the purchase of a new commercial vehicle the type of traffic that it will be required to move will be a major factor in determining the specification. Operators engaged in general haulage would normally have to compromise in this respect to a much greater extent than ancillary users because of the greater variety of traffic they carry.

Additionally, even though the C-licence operator is in a much better position to match his vehicles with the particular type of load he has to move, possibly involving the use of specialized bulk vehicles, there remains an overall need for flexibility. To meet this need the commercial vehicle manufacturer provides a wide range of chassis and bodies, coupled with alternatives in specification. As a result of the combination of these several variable factors, there is a variety of choice open to the purchaser. Unless there is a reliable yardstick against which it is possible to evaluate these alternatives the wrong choice could only too easily be made.

A goods or passenger vehicle is put on the road as a commercial proposition either to earn a profit for the professional operator, or to provide an efficient service for the ancillary user. In the former case the revenue derived from the use of a vehicle or, alternatively, the standard of service achieved by the ancillary user, will be to some extent peculiar to each set of circumstances, but the general principles governing the cost of operation will be common to both types of use.

WHILST the initial outlay on even a comparatively small type of goods vehicle, for example, would represent a substantial amount to many operators, the extent of this outlay should be kept in perspective. Thus, to purchase and operate a 3-tonner for five years (assuming an average of 400 miles a week) would cost £7,371 at current prices. Of this amount, only 12.4 per cent. (£914) would represent the initial outlay, whilst the balance of £6,457 would be incurred in its subsequent operation.

The significance of this ratio is that if a reduction of 2 per cent. could be achieved in the operating cost by a variation in specification resulting in an increased initial cost of 10 per cent., the exercise would be worth while.

Apart from this relation between the amount of the initial outlay and the total cost of operation during the life of the vehicle whilst it is in the operator's possession, it is pertinent to

know beforehand the relationship of the various items which go to make up the total operating cost, prior to the purchase of a new vehicle.

It is convenient to segregate the total operating cost into 10 items five being grouped as standing costs and the remaining five as running costs. As an indication of the proportional amount of expenditure incurred on each item, the operating costs of a 3-ton petrol-engined goods vehicle are now given, both per week and per annum.

It will be assumed that the unladen weight is 2 tons 4 cwt., with a resulting annual licence duty of £33. Allowing a small addition for the proportional cost of carrier's licence fee, the equivalent cost of licences per week would be 14s. The cost of driver's wages to the employer is reckoned at £9 14s. 10d. This is based on the standard minimum remuneration for a driver based in a Grade 1 area as defined by the Road Haulage Wages Regulations R.H.(70) as at present applies.

It is additionally assumed that an adult driver will be employed. This amount also includes the equivalent cost of the employer's contribution to the new Graduated Pension and National Insurance and voluntary employers' indemnity insurance. An adjustment is also made to provide for two weeks' holiday with pay.

Rent and rates in respect of garaging the vehicle are nominally assessed at the equivalent of 10s. 9d. a week. Comprehensive insurance cover for a vehicle of this class based in a medium-risk area would incur an annual premium of £87 14s. 2d., or £1 15s. 1d. a week. As with the previous calculations to derive a weekly standing cost, this latter amount is based on a 50-week year to allow for two weeks per annum when the vehicle may be off the road on account of driver's holidays or major overhaul.

Interest charged at a nominal rate of 5 per cent. on an initial outlay of £914 would result in an equivalent standing cost per week of 18s. 3d. The total for these five items would then be £13 12s. 11d. Taking 400 as an appropriate weekly mileage for this type of vehicle, the standing cost per mile would then be 8.19d.

Turning now to running costs, the major expenditure in this group will be in respect of fuel. Assuming petrol is purchased (Continued on page 517)

This mobile butcher's shop has recently been built by J. H. Jennings and Son, Ltd., Sandbach, for Mr. Scriven of Dudley. The body, which is of composite construction, is mounted on a Thames Trader 3-ton low-frame chassis, and is built integrally with the cab. Access to the serving area at the rear is by a sliding door. Interior fittings include counters on both sides, two chopping blocks and washbasin unit. Double meat rails are fitted above both counters and there is a translucent panel in the centre of the roof. Venetian blinds are fitted to the side windows.



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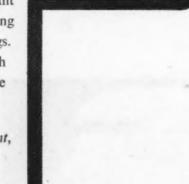
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in bulk at 4s 1d. a gallon and an average rate of consumption of 15 m.p.g. is maintained, the fuel cost per mile would be 3.27d. Lubricants are reckoned to add 0.21d. and tyres 0.74d. a mile. This latter calculation is based on an estimated cost perset of £93 and an average mileage life of 30,000.

Maintenance, inclusive of washing, servicing and repairs, is reckoned to cost the equivalent of 1.92d. a mile. Similarly, depreciation is assessed at 1.17d. a mile. This is obtained by first deducting the equivalent cost of the initial set of tyres (£93) from the initial price of the vehicle with a further deduction in respect of the ultimate residual value, here reckoned at a nominal 10 per cent. of the initial cost. It is also assumed that the mileage life for this vehicle will be 150.000 which, at 400 miles a week, would be the equivalent of a life of 7½ years.

The total for these five items of running costs is, therefore, 7.31d, which, when added to the standing cost, gives a total

operating cost of 15.50d. a mile.

The total running cost per week, when 400 miles are averaged, would be: Fuel £5 9s., lubricants 7s., tyres £1 4s. 8d., maintenance £3 4s., and depreciation £1 19s.; total, £12 3s. 8d. Added to the standing cost of £13 12s. 11d., the total cost of operating this 3-tonner 400 miles a week would be £25 16s. 7d.

If this average weekly mileage were maintained throughout the year, the mileage per annum would be 20,000, still assuming a 50-week year. The annual amount for each item of standing cost for a year at this mileage would be: Licences £35, wages £487 Is. 8d., rent and rates £26 17s. 6d., insurance £87 14s. 2d., and interest £45 12s. 6d.; total, £682 5s. 10d. The five items of running costs per year would be: Fuel £272 10s., lubricants £17 10s., tyres £61 13s. 4d., maintenance £160, and depreciation £97 10s.; total, £609 3s. 4d. The total operating cost for the year would be £1,291 9s. 2d.

Similarly, over a period of five years, the total standing cost would be £3,411 9s. 2d. and the running cost £3,045 16s. 8d., giving a total operating cost of £6,457 5s. 10d.

Before considering variations in specification which the purchaser may be at liberty to make to meet his individual requirements, it would be of advantage to reiterate the legal limitations as to weight and dimensions as applied to normal-type vehicles. As required by the Motor Vehicles (Construction and Use) Regulations, No. 482/55, Section 68, the total weight transmitted to the road surface by a four-wheeler must not exceed 14 tons, with a maximum of 9 tons transmitted by any two wheels in line transversely, i.e., one axle. The maximum permitted for a six-wheeler is 20 tons gross and for an eight-wheeler 24 tons. The total laden weight of a trailer with less than six wheels and not forming part of an articulated vehicle must not exceed 14 tons.

WITHIN these legal limitations the intending purchaser will obviously wish to know at the outset the maximum legal payload which he could carry with any particular vehicle he has in mind. Whilst obviously the unladen weight of a vehicle will vary substantially according to variations in both chassis and body specification, the following samples of unladen weights in respect of standard platform goods vehicles will provide some guidance.

As already stated, the unladen weight of a petrol-engined 3-tonner would be around 2 tons 4 cwt., rising to 2 tons 12 cwt. for a 5-tonner and 2 tons 18 cwt. for a 7-tonner, in the quantity-produced class. The corresponding weights for the oil-engined versions would be approximately 2 tons 8 cwt. for the 3-tonner, 2 tons 17 cwt. for the 5-tonner and 3 tons 4 cwt. for the 7-tonner.

In quoting examples in the quality-produced class, it must be emphasized that there could be even wider variations in the unladen weight of similar vehicles due to the fact that in this range the intending purchaser normally has much greater opportunity to insist on specifications to meet his particular requirements. With this qualification, a four-wheeler in this range with a rated carrying capacity of 8 tons can have an unladen weight of 4 tons 7 cwt., whilst a 9-tonner may weigh 4 tons 15 cwt. A "heavy" six-wheeler can have an unladen weight of 6 tons 15 cwt., whilst an eight-wheeler may come within the range of 7 tons 10 cwt.

In the articulated range of vehicles, a 10-ton oil-engined tractor unit coupled to a standard platform trailer would give

a combined unladen weight of around 4 tons 12 cwt., assuming that the tractor unit was in the quantity-produced class. In the heavier range, the 13-ton "artic." could weigh, unladen, around 7 tons and the 16-tonner. 7 tons 15 cwt.

Regarding legal limitations on the dimensions of goods vehicles, rigid versions, whether four-, six- or eight-wheelers, are restricted to a maximum length of 30 ft., whilst "artics." are allowed 35 ft. overall. A drawbar trailer must not exceed 22 ft., and although there is a stipulation in Section 94 of the Construction and Use Regulations that the length of a tow rope or chain must not exceed 15 ft.; there is, in fact, no specific limit laid down on the maximum combined length of a motor vehicle and drawbar trailer.

In addition to the advantages to be derived from the use of articulated vehicles, where these can be fully exploited, particularly when increasing traffic delays could seriously dislocate schedules if rigid vehicles were employed, the benefit of additional platform length is obtainable with articulated

trailers in some instances.

From the annual operating cost just enumerated it will be noted that, out of a total of £1,291, the sum of £487 is accounted for by wages—over 37 per cent. It follows, therefore, that any improvement which increases the overall productivity of the driver, whether by employing articulated vehicles, improved cab design to facilitate entry and exit, or to improve visibility and reduce fatigue, could have an important bearing on the revenue-earning capacity of the vehicle.

SHOULD improvements in cab or body construction be contemplated to achieve some of these objectives at additional cost to the basic price, it should be borne in mind that, of the 10 items of operating cost previously given, the only two to be directly affected by a change in the initial outlay would be interest and depreciation. In the example just quoted these two items total £143 out of an annual total operating cost of £1,291. It will be seen that a small increase in the initial outlay would have a comparatively minor effect on the total operating cost, particularly as the combined total of interest and depreciation is less than any one of the three single items of wages, fuel or maintenance.

These comments have been intended to refer to comparatively minor modifications to standard vehicles. Consideration of operating aspects in this context should be quite distinct from those which apply when the purchase of specialized goods vehicles is under review. In that event, if the venture is to be a commercial success, there must be the fullest prior co-operation between customer and operator in making a precise survey as to the benefits which the purchase of such a vehicle should provide. Equally important is the amount of additional cost involved and the manner in which it is to be proportioned between the parties.

S.B.

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Expansion Trends in Haulage

Latest Haulage Moves

APPLICATIONS for switches from contract A and C licences to ordinary licences continue. Listed in areas they are as follows:

Contract A to A lic.: North Western: W. Lockett, Ashton-under-Lyne (Lancs); Ostick and McCallum, Stockport.

Contract A to B lic.: Scottish (North): James Wann, Cupar. Scottish (South): Ian MacPherson, Salsburgh. Western: M. J. Woodhouse, Lancaster; Kitchens Transport, Ltd., Tarporley; F. and E. Stockton and Sons, Tarporley.

East Midland: Kiwi Transport, Ltd., Ibstock; S. and J. Nicholson, Mansfield. Metropolitan: Ellams Transport, Ltd., Enfield; Hendey Transport Services, S.W.18; E. E. Howe's Transport, Ltd., Cheshunt.

C lic. to B lic.: North Western: F. Howard, Warrington. East Midland: William Simmons, Ltd., Leignton Buzzard; A. C. Watson and Co. (Worksop), Ltd., Worksop. Western: D. Beal, Bristol.

agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

CONTRACTIONS: add, additional; agric.,

EM 2:11/13.—Kiwi Transport, Ltd., Ibstock, B var., add 1 veh. (6t 18c). Goods for D. M. Stevenson and Co., Ltd., the West Midlands Gas Board, Edward Martell and Charrington's as required through A. Fletcher and Co., Ltd. (If granted, one hiring allowance will be deleted from contract A lic.)

WESTERN

Applications

W 31/10/1.—South Western Heavy Haulage Co.
(Taunton), Ltd., Bath. A var., add 1 vch. (6t 2c)
(Flat. fitted with crane). Mainly machinery and
engineering equipment requiring the use of a crane
fitted on the vch. for loading or off-loading any

fitted on the veh. for loading or off-loading any distance.

W 31/10/2.—A. H. Gore, Clutton, A var., add 1 veh. (7t 18c). To be used solely in replacement of any authorized veh, which is off the road under repair or under maintenance.

W 31/10/3.—R. Westlake and Sons (Devonport), Ltd., A var., 3 T. (11t 13c) in lieu of 3 T. (7t 19c).

W 31/10/4.—A. J. Gregory and Son. North Tawton, A var., add 1 veh. (5½) (includes Container C2). Refrigerated meat and foodstuffs normally within 200 miles.

W 31/10/5.—Wincanton Transport and Engineering Co., Ltd., A var., add 4 tankers (36½1). To be used solely in replacement of any authorized contract A veh. of the holder of this lie, which is off the road under repair or maintenance.

W 31/10/6.—D. Beal, Bristol, new B lic., 1 veh. (3½). Light furniture and effects within 10 miles. (Veh. at present specified in C lic.)

W 31/10/7.—Mrs. M. Bluest, Cinderford, new B lic., 1 veh. (3t 13c). Round timber in short lengths from woods to sawmills and sawn timber for W. Toogood and his agents as required.

W 31/10/8.—J. Ryan and Emerson. Devonport, new B lic., 2 veh. (6t). Furniture, appliances, household effects and trunks within 100 miles.

SCOTTISH (NORTH)

Applications

SN 28/10/1.—D. Callander (Forfar), Ltd., A var., add I art. (10½).

SN 28/10/2.—James Wann, Cupar, new B lic., I veh. (4½1). Goods for Adam Lythace, Ltd., within 60 miles. (If granted contract lic. will be surren-

veh. (421). Goods for other contract lic. will be surredered.)

SN 28/10/3.—Dow and Taylor, Perth. new 8 lid. T. (42/10). Road and building mats. to and froughtlicants' own machines; round timber for M. at R. Taylor. Agric. produce and requisites, all with

30 miles.

SN 28/10/4.—MacLeod Bros., South Ulst new B lic., 1 web. (5t). Livestock, road and building mats, and cargoes landed by MacBrayne's steamers at Lochskipport Pier, within South Ulst. Benbecula and North Ulst.

SCOTTISH (SOUTH)

Applications
SS 28/10/1.—Road Services (Caledonian), Ltd.,
Lockerbie, new A lic., 4 arts, (21t) and 4 meat
containers (8t), Fresh meat to London from
Southern Scottish Traffic area.
SS 28/10/2.—Christopher McManus. Thornliebink, new A lic., 1 veh. (3t). Carriage of insulation and boiler scaling goods, and oil disposal
facilities mainly. To lesser extent foodstuffs and
liquor in west of Scotland with occasional runs to
England.

ineland.

SS 28-10-3 — W. C. Calderwood, Ltd., Edinburgh, A var., 3 veh. (9½1) in place of 2 veh. (6½). G.g. var., 3 veh. (9½1) in place of 2 veh. (6½). G.g. viibhi central and southern Scotland, SS 28-10-6.—George Nimmo, Armadale, new B c., 1 veh. (31). Fibre cartons, bricks and road var., 1 veh. (101). — Duzald Turner, Furnace, new B lic., veh. (101). Road and building mats, within 50 niles.

miles.

SS 28/10/8.—David MacBrayne, Ltd., Glasgow, new B lic., 1 veh. (4t). G.g. for Lismore, Bunessan, Fionphort, Craugan and Iona.

SS 28/10/9.—Road Services (Caledonian), Ltd., Abinston, new B lic., 4 veh. (28t) (includes 4 cattle containers (7±g.)). Livestock and sheep skins within the Srottish Traffic area.

SS 28/10/10/—Ina MacPherson, Salaburgh, new B lic., 2 veh. (6½t): one conditioned—coal, mining machiners, timber and building supplies, within 35 miles, and the other—coal within 35 miles from non railheaded mines and fireclay, within 15 miles, (1f granted contract lic. will be surrendered.)

If sramed contract lie will be surrendered, I stanted contract lie will be surrendered, Ltd., Maddiston, B var., add 1 vb. (4½). SS 28/10/12—Hoddiam Contracting Co. Lockerbie, B var., add 1 vb. (3½). Agric, lime, stone bie, B var., add 5 vb. (3½). and soil within 85 miles.

SS 28/10/13.— Davd MacBrayne, Ltd., Glasgow.

B var., add 1 veb. (21/91).

NORTH WESTERN

Applications

NW 27/10 (.-W. Lockett. Ashton-under-Lyne, new. A. lic. 1 veh (8t). Iron, steel and scrap for Cox and Danks, Ltd., and return loads as requested from outward delivery noints. (Veh. at present specified in contract A lic.)

NW 27/10/2.-V. Perfett, Blackpool, new A lic., 1 T. (4t). Buildings mats.; north west Lancashire. NW 27/10/5.-Ostick and McCallum, Stockport, A var., add 7 veh. (22%). (Six vehs. specified in Contract A lic.)

A var., add 7 veb. (22-51). S38 veb. connah's Quay. Contract A IIc.)

NW 27/10 7.—F. C. Shurmer, Connah's Quay. new B fic., 1 veb. (5%-6). Meal for Vitameals from Livernool to Chester. N. W 27/10-8.—Easywath, Ellesmere Port, new B IIc., 1 veb. (1½). Assorted parcels within 20 miles for British Railways, Ellesmere Port and Chester Description.

NW 27/10/9—F. Howard, Warrington, new B lie., I veh. (2%t). Livestock within 15 miles; agric. produce and requisites within 30 miles; goods for A. E. Marshall and Sons, Ltd., from Glazebury to London. (Veh. at present specified in C lie.)

NW 27/10/10—National Economy (Salvage) Faets, Wirral, new B lie., I veh. (3) (tanker). Petroleum sudge (incapable of being economically reclaimed) within 50 miles of Neston.

NW 27/10/11—J. Righey, Ltd., Chapel-en-le-Frith, B var., add 1 veh. (4%t) (bulker) and 1 art, II. (3%t), (bulker). Dry mats, in bulk requiring delivery in special pressurized discharge tanker as required, normally within 200 miles. Also extend radius on a veh. and special container to within 200 miles.

radius on a veb. and special container to within 200 miles. NW 27/10/12—M. J. Woodhouse, Lancaster, B var., add 1 T. (23/4). Goods within five miles of base. (Veb. specified in contract A lic.) NW 27/10/17.—Kitchens Transport, Ltd., Tarporley, B var., add 1 veb. (33/4). (Veb. at present specified in contract A lic.) NW 27/10/18.—F. and E. Stockton and Sons, Tarporley, B var., add 1 veb. (30). Milk and milk products only for the Milk Marketing Board as quired. (Veb. at present specified in contract A lic.)

WEST MIDLAND

W. M. 2/11/1.— Refrigerated Ment Traders; Ltd., Birmingham, new A lic., 3 vch. (211) with containers (60). Meat, offal and poultry in specially refrigerated containers. G. W. W. 2/11/3.—Perks and Hunt, Waisall, new B lic., 1 vch. (5%). Scaffolding equipment and steel, form equipment for Acrow (Engineering), Ltd., as required; timber, hardboard and plywood for Shefield Saw Mills and Joinery Works, within 150 miles; castings for Phoenix Foundry, Ltd., within 120 miles and castings for Blowvich Aluminium Casting Co., within 120 miles.

WM 2/11/4.—Sidney Taylor Plant Hire, Ltd., Worcester, new B lic., 3 T. (11%). Road-making mats, within 25 miles of Whittington for A. Monks and Co., Ltd., on the Birmingham/Bristol Motorway.

EAST MIDLAND

Applications

EM 111/1,—A. Clark, Wellingborough, new A
ite, 4 veh. (15: 19c). Shoemakers and tannery
waste mainly for British Glues and Chemicals and
associated companies, as required. (If granted B
lic, will be surrendered).

EM 2/11/7.—Securior (Southern), Ltd., Headinston, new B lic., 2 Hring allowances (3: 4c).
Armoured vans. Cash and valuables within 15

miles.

EM 2/11/8.—H. Johnson, Langham, new B lic., 1 veh. (4t) and one container (2t) (livestock). Livestock and farm produce within 100 miles.

EM 2/11/9.—William Simmons, Ltd., Leighton Buzzard, new B lic., 48 veh. (116t 19c) and 1 trl. (10c). Goods for associated companies, Redrup and Starkings, Ltd., and Alfred Thorne (Eaton Bray). Ltd., as required. (43 veh. and 1 trl. of above are specified in C lic. of the applicants and 4 veh, are specified in C lic. of the applicants and 4 veh, are specified in C lic. held by Alfred Thorne (Eaton Bray), Ltd., in the Metropolitan Traffic area.)

area.)
EM 2/11/10.—S. and J. Nicholson, Mansfield, new B lic., 1 veh. (3%1). Deep mined coal for Michael and Parners, Ltd., Chesterfield, from stocking grounds within 25 miles. (If granted, carried A lic. will be surrendered.)

stocking grounds within 25 miles. (If granted, contract A lic, will be surrendered.)
EM 2/11/11.—D. J. Harvey, Measham, new B lic, 1 veh. (44 4c). Coal within 150 miles.
EM 2/11/12.—A. C. Watson and Co. (Worksop), Ltd., new B lic., 1 veh. (11 le.). Furniture and toys within 40 miles. Specified in C lic.

EASTERN

E 30/10/3.—W. Carter, Melton, A var., add 1 vch. (8½0. (If granted, Short Term B lic., will be surrendered.)

E 30/10/4.—J. T. Jefferies, Harrold, new B lic., who (Al-A-).

I veh. (415t). Agric, produce and requisites, building and road making mats, 50 miles; other goods 25

E 30/10/5.—J. Wilson, Upwell, new B lic., 1 veh.

E 30/10/5.—J. Wilson, Upwell, new B lic., I veh. (30). Agric, produce and garden fruits about 50 miles. During fruit season longer distances.

E 30/10/6.—J. Nunn and Sons of Ipswich, Ltd., new B lic., 4 veh. (150). Building and civil engineering mats., earth and rubbish to and from applicant's own contract sites.

E 30/10/7.—K. E. Wright, Che'msford. B var., add I veh. (41). Sand, ballast, top soil rubbish away, road making mats: all within 30 miles.

E 30/10/8.—P. Wilhon. Barton Turf. B var., add I veh. (41). Corn and-timber within 150 miles.

E 30/10/9.—G. D. Girling, Burgh Castle, B var., add. I veh. (44).

E 30/10/10.—Hatcher (Framlingham), Ltd., B var., add 4 veh. (161). Agric. produce and requisites and livestock within 35 miles.

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M 26 10 1.—Woodal Bros. Transport, S.E.1. new A 16c., 2 veh. (7D. G.g., mainly fruit and vegetables. G.B.
M 26 10 12.—Adams Bros. (Kingston), Ltd., A var., add 1 veh. (31). G.g., G.B.
M 26 10 17.—Ethams Transport, Ltd., Enfeld, new B iic., 4 veh. (121). Metals for Enfield Rolling Mills, Ltd., and Delta Enfield Rolled Metals, Ltd., within 30 miles and occasionally to Colchester. Oxford, Brighton and Southend-on-Sea. (If granted, contract A lies, will be surrendered.)
M 26 10 18.—Hendey Transport Services, S.W. 18, new B iic., 1 veh. (31 19c). Products of Parsons Chain Co., Ltd., and British Wire Products, Ltd., any distance. (If granted contract A lie, will be surrendered.)

M 26/10/8.—Hender Transport Services, S.W.18. new B lic., 1 veh, Git 19c). Products of Parsons Chain Co., Ltd., and British Wire Products, Ltd., any distance. (If granted contract A lic., will be surrendered.)

M 26/10/9.—E. E. Howe's Transport, Ltd., Cheshunt, new B lic., 8 veh. (27t le.), 10 arts. (26t 11c) and 10 trl. (32/4). Goods for Enfect Standard Power Cables, Ltd., Enfeld Rolling Mills, Ltd., and Alcan Enfield Alloys, Ltd., any distance. I art, (6t) to substitute any vehs. specified on A or contract A lies, and the A. B and contract A lies, of associated company, Cates 'Fansport, Ltd., whilst undergoing repair or overhaul. (If granted contract A lies, granted to E. E. Howe's Transport, Ltd., authorizing the same vehs, and trailers will be surrendered.)

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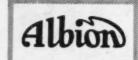
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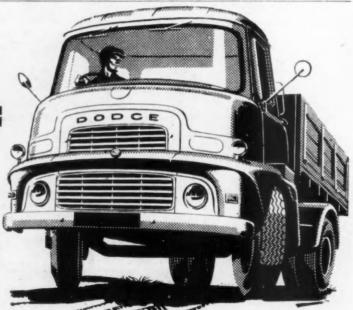
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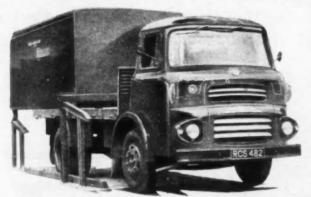
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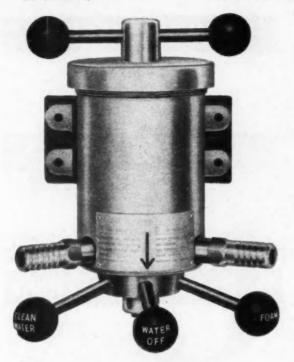
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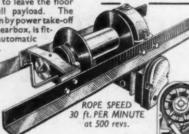
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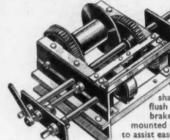
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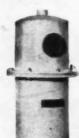
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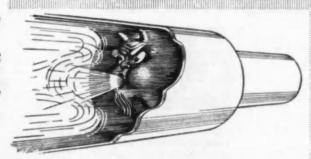
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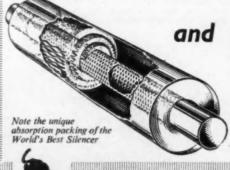
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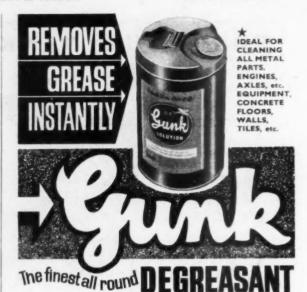
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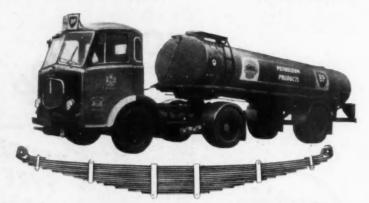
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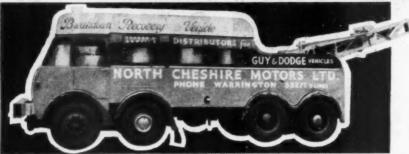
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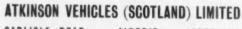
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1956 BEDFORD 5-ton truck, fitted Perkins R6 diesel

MITCHAM LANE, S.W.16. Streatham \$133-4.

1959 BEDFORD J-type tipper, with extension sides.
CENTRAL GARAGE (UPPINGHAM), LTD., Ayston Rd. Uppingham, Rutland. Phone, Uppingham, 1966-7-x.

1958 BEDFORD 7-ton long-wheelbase drop-side, 300 diesel, 2-speed axle, 9.00 x 20 tyres, repainted, excellent condition, £450, 55-cwt. diesel boxvan, 200 diesel BEDFORD 35-cwt. diesel boxvan, 200 diesel engine, separate cab. £395.

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1959 BEDFORD S-CAMMELL 8-ton 5-type diesel
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2-4-fic. step-frame Cartinore trailer,
1960 BEDFORD S-type 10-ton tractor unit, diesel,
2-4-fic. step-frame Cartinore trailer,
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1960 BEDFORD S-type 10-ton tractor left-biotst
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NEW BEDFORD JO pick-up, complete with tilt.

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1956 BEDFORD 5-ton P6, platform, reconditioned throughout, £245, BEDFORD 30-cwr. van, very good condition, £115. Edgware 2555, 934-262

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BEDFORD 71-ton TK with Leyland engine, available 209-219 LEA BRIDGE RD., Leyton, E.10. Phone, Leyton 8232. 934-236

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1958 BEDFORD 10-12-cwt., in exceptionally a condition throughout, choice of three fazzs. Cavendish Motors, Cavendish Rd., N.W.6. Wilden 00164.

1958 BEDFORD short-wheelbase tipper, 7 ton land engine, 2-speed axie, heater, radiator can be seen working. Gill, Sherwood Rd., Buxton, shire. Phone 4299.

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BEDFORD CAV pick-up trucks, in good condition. Fauthers (Transport), Ltd., Farcham, Hants, Phone, Farcham, 42:34.

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935-6572

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B.M.C. Rigid 6-wheeler, January, 1960, 9.00 x 20 heater, flashers, powered steering, 22-ft. by 8-ft. body, 2-ft. drop sides, £1,650.

MERRALLS TRANSPORT, LTD., J48a High St. 234-x8348

1960 B.M.C. diesel 6-wheel platform lorry, 21-ft.
1958 B.M.C. diesel long-wheelbose truck, 23-ft. plat1958 B.M.C. diesel long-wheelbose truck, 23-ft. plat1959 B.M.C. diesel tractor unit, S.A.E. coupling.
Log other good B.M.C. vehicles.

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1956 B.M.C. normal-control vehicle, extension chassis, first £215.

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1960, April, COMMER 7-ton Rootes diesel 18-ft.
9.00 x 20 tyres, 40-gal tank, excellent condition, £1.050.
1958, November, COMMER 7-ton Rootes diesel
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1961, with extra side door, beater, three seats,
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1961 COMMER 73-ton TS3 end by 14,000 miles. Brown Bros. (Mot Lid., 59 Bluevale St., Dennistown, Glasgow, Bridgeton 13-88.

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1960 TS3 double-drop-side truck, air brakes, heater, tion, £1,135. Mansfield Autos, Ltd., High Rd., Brosbourne, Herts. Hoddesdon 4567.

COMMER 7-ton long-wheelbase 1959 TS3 U-shaped tipper, small mileage, 2600.

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1959 7-ton short-wheelbase, air brakes, 8-cu-yd. steel body 1650.
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1956 COMMER diesel Boys 6-wheeler, 21-ft. alloy body. 2-speed axle. Praills (Hereford). Ltd.

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COMMER 30-cwt. vans, low mileage, petrol. Phone, Swadlincote 7515.

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935-6537

1956 44G medium-wheelbase tipper, £825.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks, Phone, Bawtry 362, 456, 457.

E.R.F. 6-wheeler, 5LW Gardner, recent new cab, PEARL STREET GARAGE, 17 Pearl St., Sheffield. Phone 29139, 398529. 934-349

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1955, November, FODEN 6-wheeler, double drive, blue Gardner engine, 24-ft, flat body, good tyres, mechanically sound. Bagley and Co., Ltd., Knottingl-y. Phone, Knottingley, Yorks, 2601. 934-6544

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1958 FODEN 8-wheeler platform lorry, 25-ft. body, appearance almost us new, £1,750.

RUSE! GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174.

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1956 FORDSON 4D 2-ton special coachbuilt body, translucent roof, new paintwork, £150. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone

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1957 Thames 3-ton boxvan, 525 cu. 4D, one owner, 4-ton tyres.

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1960 Trader 6-wheel, double drive, platform, power steering, air brakes, etc., etc., £1,875.

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GOOD selection of Inames Trader 5- and 7-ton trucks and platforms, from £400.

934-137 CAPITAL MOTOR CO. LTD., Reminston St., City and platforms, from £400.

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OAKTHORPE MOTOR CO., North Circular Rd.,
984-83

1957 FORD 4D normal-control 4-5-ton long wheelbase tipper, 8-cu.-yd, wooden body, £180

1959 FORD Trader 7-ton short-wheelbase tipper.

1066 9 a.m. to 6 p.m. tipper.

FORD Thames Trader, 1959, short-wheelbase, 7-ton, 6D diesel tipper, steel body, 9.00 x 20 tyres, rebuilt and repainted, as new condition, any sensible offer accepted R YLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-2, 934-184

GORDON KING MOTORS. LTD. FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis fitted with 1,250-cu-fi. low-loading Luton body, new and unregistered.
TRADER 4D diesel 4-ton low-frame chassis fitted with 1,250-cu-ft. body, as above, immediate delivery from stock, £1,152.

stock, £1.195.

1957 Thumes 4D, 4-ton chassis, fitted brand-new 1957 1,408-cu-ft. Luton body. £750.

1957 fitted with absolutely brand-new 1,250-cu-ft. Luton body, in primer. £725.

LET us quote you for your special body requirements.

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1959 Trader, 7-ton long-wheelbase partform, £525, 1958 Trader, 5-ton long-wheelbase tipper, £450,

1959 Trader long-wheelbase tipper, £595 Phone, Bawtry 362, 456, 457. Bawtry, Yorks. 934-173

FORD 1958 3-ton long-wheelbase Trader truck, 6D, 6325, Leytonstone 4900. 934-284

1958 2-3-ton 750-cu.-ft. 4D Luton van.

1958 6D 5-7-ton Trader long-wheelbase truck, £450.
1955 4D long-wheelbase 4-ton truck, £150.
1955 4D boxvan, new tyres, £175.

MIDLAND VEHICLE AGENCY, 164 High St., Northern 8744.

1960 Trader 7-ton, Anthony hoist, steel hody, drop sides, short-wheelbase tipper, as new, low mileuge, £665.
T. Ushaped body. Hydrovac brokes, £550.
1957 ideal body. Hydrovac brokes, £550.
1957 ideal-olding door, £365.
LASTWOODS COMMERCIAL MOTORS, 27 Aston.
Rd. North, Birmingham. 6. As 3467.
354-427.

1960 FORD Trader 7-ton diesel long-wheelbase plat-1959 FORD Trader 7-ton diesel long-wheelbase plat-1958 FORD Trader 7-ton diesel long-wheelbase plat-1958 FORD Trader diesel 4-ton platform truck, £290, DWNIER MOTORS, LTD.. Ewell By-pass, Surrey, 1944-381

FORD Thames Trader, 1957, 7-ton short-wheelbase tipper, fitted with the 6D diesel engine and 8-cu-yd. steel body, 9.00 x 20 yrses, good general condition.

FORD Thames Trader 1958 5-ton long-wheelbase tipper. Manual or the steel with the 6D diesel engine and 12-d. 6-in-long worder or the steel of the st

very good condition.

MAYFAIR GARAGE, Coleshill Rd., Fazeley, Tamworth, Phone 3396.

1961 Trader 75 74-ton platform, very clean vehicle. Coppermill 4777 and 4713. 934-358

Ford Thames and Fordson Wanted

WANTED. Used Thames 4D vans, trucks and Lutons, 1957-60. Ferraris of Cricklewood, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gladstone 2234-5-6-7. 934-239

WANTED. FORD 4D vans and Perkins, all capacities, from 1956 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4.

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1956 GUY Invincible 8-wheeler, 24-ft. 6-in. drop-side body, good condition, seen working, £1,250. Taylor, Golderoft, Yeovil. Phone 1699. 934-x8389

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BOYS axle, 21-ft. platform body.
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1956 -57 ATKINSON 8-wheelers, 6LW double drive, 1956 drop side and platform, from £1.250. and cab, 1956 we are now fitting new Graftner 5LW engine, this is a trailer machine and it will take a 20-ft. body-one owner, £750. 6UY 35-ton fractor, Gardner 6LX. 6-speed owner, £750. and fractor, £750. and £750. a

1960 FORD Trader tractor, fifth wheel, 9.00 x 20 NEW FORD Trader prime mover, demonstrator.

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EPHYR estate car, one owner, 1958, £550. MORRIS 4 x 4 with winch and crane, £150.

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1959 ALBION Claymore lone-wheelbase drop-side floor, 8.25 x 20 tyres, all in extremely good condition, flied with cash bester, as new mechanically and in appearance of the state of the s

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1959 7-ton AUSTIN diesel 18-ft. drop-side hody, power steering, 9.00 x 20 tyres.
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1958 BEDFORD 6-ton S-type 14-ft. timber drop-side.

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1955 DODGE 7-ton R6 14-ft, by 4-ft, timber fixed-sided tipper.

1958 FORD 5-ton H.D. 6D 6-cu.-yd. steel drop-sides

1957 LEYLAND Comet, short wheelbase, fitted with Primrose third axle, 16-ft, by 4-ft, timber fixed

1959 ALBION Clydesdale with York third axle and Leyland A 375 engine, 19-ft, by 3-ft, timber

1952 VULCAN 7-ton, 4LW, 11-ft, by 2-ft, plus 2-ft.

1954 timber drop-side.
1958 LEYLAND Comet Model ECOS2-R tonsideclasse 15-ft, by 2-ft, Limber drop-side.
1957 COMMER 7-ton TS3, 13-ft, by 3-ft, Limber drop-side.

1956 MORRIS 7-ton 14-ft. by 4-ft. timber fixed-side

1955 SEDDON 6-ton, P6, 15-ft. by 18-in. timber fixed sides.

1956 BEDFORD 7-ton S-type, petrol engine, with 14-ft. U-shaped alloy body.

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1956 BEDFORD 5-ton A-type, 12-ft. by 2-ft. steel fixed-sided tipper, petrol.
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4-ft, steel fixed-sided tipper.

1956 LEYLAND Comet ECO2-1R. 14-ft. by 2-ft.

1955 LEYLAND Comet ECO2-2R. 12-ft. (Imber fixed-side tipper.

1955 ALBION Chieftain, 12-ft. 6-in. by 2-ft. alloy drop-sides.

PLATFORM.

1956 ALBION Reiver, 22-ft. timber platform

1955 ALBION Reiver, 22-ft. timber platform, 1957 BEDFORD 7-ton, 300 diesel, 16-ft, 6-in, timber

1956 BEDFORD 7-ton, R6, 16-ft, timber flat.

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1952 E.R.F., 6L.W. 24-ft. timber drop-side

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1956 COMMER TS3. 16-ft. 6-in. timber diop-side

1958 COMMER TS3. 16-ft. 6-in. timber drop-side 1955 DODGE 6-ton. Pb. 16-fr. (imber drop-side.

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1957 BEDFORD 7-ton. Comet engine. 16-ft. timber 1955 ALBION Chieftain. 16-ft. alloy platform.

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PSEATER P.S.V. bus, petrol or diesel, Harrington and Martin Walter conversions.

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1950 DODGE 105 standard 5-ton drop-side, owner 1950 driven from new, P6 engine, well tyred, £275. BEDFORD standard 5-ton drop-side truck general condition good, tyres fair, one owner, thoise of two, £300.

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1959 LEYLAND Steer long-wheelbase flat platform alloy-wood, 11.3 engine front-rear towing attachments, auxiliary gearbox, cab heater, etc., own

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NEW E.R.F. Model 6.8 (G) end tipper, 8-wheeler, 61.N engine, 21-ft. 6-in, drop-sided body, 9.00 x 20 tyres.

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20 MER QX 5-ton forward-control chassis1953 cab, petrol engine, fitted 1,000-tal insulated
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FOR FULLER DETAILS OF THESE VEHICLES AND EARLY DELIVERY OF ALL.

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257 Morris Silvon pick-up, £275.
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258 MORRIS 1-ton van, £65.

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1957 AUSTIN A152 van, £185.
1955 MORRIS Oxford pick-up, grey, good condition.
1953 AUSTIN A40 van, green, good tyres, £120.

959 MORRIS Minibus, maroon, £410.

958 FORD 7-cwt. van, £255.

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1952 Short-wheelbase LAND-ROVER, £120.
1939 AUSTIN 8 van, £55.

OVER HALL GARAGES, LTD.

VAUXHALL AND BEDFORD DEALERS.

1960 COMMER 15-cwt. diesel van. one owner, le

15-cwt. BEDFORD vans.

1958 BEDFORD 25-cwt, van, one owner, good order

LECTION new and used diesel and petrol 15-cwt

STAINES ROAD, BEDFONT, MIDDX.
Ashford 5741. 934-126

OVER HALL GARAGES, LTD.

COMMERCIAL VEHICLE SALES AND REPAIRS, LTD.

A.E.C., MORRIS-COMMERCIAL AND

YORK.

1959 ALBION Clydesdale CD21L. new tyres, 6-speed, heater, drop-side, 21-ft., in fine order.
1951 ALBION Chiefrain 7-ton 16-ft. 6-in. light alloy flat, good tyres.
1952 FODEN 8-wheeler, 2-stroke engine, 24-ft. flat alloy body, good tyres.
1952 BEDFORD Luton van.

CRANES CLOSE.

934-132

1956 7-ton B.M.C. platform.

1955 A.E.C. Mercury Mark I tipper

EW AUSTIN 13-seater Omnicoach. BEDFORD Marshall 12-scatter busette, beige, mechanically good, tyres poor, £350.
Thames Trader 6D long-wheelbase 7-ton plat-time truck, good order, £850.
AUSTIN 7-ton long-wheelbase forward-control diesel platform truck, £651.
AUSTIN 13-ton forward-control diesel van, £250. 63 BRIDGE STREET, PETERBOROUGH.

AUSTIN sel char EW AUSTIN 7-ton long-wheelbase forward-control diesel chassis-cab.

Short-wheelbase forward-control diesel chassis-cab.

EW AUSTIN 5-ton long-wheelbase forward-control diesel chassis-cab. AUSTIN 1-ton forward-control van, petrol or ew AUSTIN 16-18-cwt, Omnivan NEW AUSTIN 16-18-cwt. Omnitruck

COMMERCIAL VEHICLES AIRPORT GARAGE. NEWMARKET ROAD. CAMBRIDGE.

OFFER THE FOLLOWING

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Used Goods Vehicles (contd.)

HILLSIDE 8888.

USED commercial vehicle department, 297 Ballards

1959 Thames Trader 6D diesel 7-ton 7-cu. hydraulic lipper trucks on 9.00 x 20 tyres. 1960 Thames Trader 6D diesel, 7-ton 7-cu.-y hydraulic tipper trucks on 9.00 x 20 tyres, metal bodies and Anthony tipping gears, choice of for

1959, October BEDFORD Workshus, long wheelbase 15,000 miles only, two-tone, heater, £375.

1954 HILLMAN estate van, heater, very clean vehicle for the year, £225.

1959 Planteer Trader 7-ton 61D diesel long-wheelbase condition, £760. very condit

1960 AUSTIN A35 van, blue, low mileage and heater, immaculate, £315.
1959 Thames 5-cwt. vans, choice of three from £250. 1960 Thames 7-cwt, vans, £285.

THAMES Trader 7-ton 6D diesel tipper, steel body.

THAMES 10-, 12- and 15-cwt, vans. THAMES 12-scater.

THAMES 5-cwt. vans.

NEW schicles for immediate delivery.

W. HAROLD PERRY, LTD., MAIN FORD DEALERS, FINCHLEY.

443 HANDSWORTH ROAD, SHEFFIELD, 13. Woodhouse 2541 (three lines).

1960 FORD Traders (choice of three), long-wheelhase

1958 FORD Traders (choice of three). TIPPING vehicles.

1957 GUY Warrior,

1955 ALBION Chydesdale, 21-ft. hody

PLATFORM and drop-side. 1959 ALBION Chieftain.

SECOND-HAND vehicles

NEW VEHICLES IN STOCK. A.E.C. Mercury long-wheelbase chassis and cab

A.E.C. DODGE TO STATION.

OFFICIAL TECALEMIT SYNDROMIC AND A.C.L.
FITTING STATION. DODGE. TROJAN SERVICE

PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD.

£100-£200.

ALWAYS IN STOCK,
DIESEL-ENGINED VEHICLES FROM

1953 Perkins P4 engine, insulated van body, one 1955 SENTINEL light 6-wheeler, fitted with 24-ft. 1950 MAUDSLAY, fitted with A.E.C. 7.7, fitted

1957 BEDFORD 7-ton, fitted with a Leyland engine. floor, 18-ft. platform body, 1957 COMMER T53, fitted with 9.00 x 20 tyres, air brakes, 18-ft. 6-in. platform body, one with canopy over roof, choice of three from £375. 1954 BEDFORD, recently fitted with replacement Perkins R6 engine and drop-side body, good

PART-EXCHANGES AND H.P. TERMS. 1960 COMMER TS3 cab and chassis, fitted with 9.00 x 20 tyres, 13-ft, 6-in, wheelbase, air brakes,

Phone 24731. SEDDON DIESEL DISTRIBUTORS.
COMMER-KARRIER MAIN DEALERS (HEAVY).

TILBURY'S (SOTON). TD., CENTRAL STATION, BRIDGE ROAD, SOUTHAMPTON.

Used Goods Vehicles (contd.)

1946 BEDFORD 2-ton hand tipper, £125. 949 BEDFORD 2-ton hydraulic tipper, £165.

1957 BEDFORF. 15-CWI. van. £235.

934-218

w SCAMMELL 12-ton 25-ft. straight-frame semi-The SCAMMELL 12-ton 23-tl. straight-traine semi-trailer platform.

The property of the strain strainers of the strainers of

New LEYLAND Super Comet 14SC-11R chassis-cab. BEDFORD 7-ton forward-control 120-in.-neelbase 300 diesel 7-cu.-yd. Telehoist tipper (choice

A New BEDFORD 4-ton forward-control drop-side truck, 200 diesel engine.

New BEDFORD Marshall utility busette.

WALTHAM ABBEY, ESSEX. Waltham Cross 27321.

HAZLEMERE MOTOR CO. (WALTHAM ABBEY), LTD.,

(WORCESTER), LTD. THE BUTTS. WORCESTER. Phone, Worcester 26383 (six lines).

A SELECTION OF SECOND-HAND CATTLE TRUCKS AND COMMERCIAL VEHICLES ALWAYS IN STOCK. CARMICHAEL AND SONS

956 AUSTIN 30-cwt. van. 1947 BEDFORD 5-ton Luton van.

1958 MORRIS 7-tan long-wheelbase tipper, Eaton 1958 COMMER TS3, Unipower third axle.

MORRIS 7-ton tipper with steel body.

COMMER 7-ton cement tanker with gear and blower. SELECTED SECOND-HAND VEHICLES ALL CHECKED BY OUR WORKSHOPS.

EYLAND CS3-8R Comet chassis and cab.

COMMER 7-ton long-wheelbase chassis and cab. MORRIS 7-ton long-wheelbase chassis and cab.

FROM STOCK.

MORRIS 7-ton with 19-ft. by 8-ft. cattle container. NEW STANDARD COMMERCIAL VEHICLES

L EYLAND Comer CS3-8R with 22-ft. by 8-ft. cattle container.

COMMER 7-ton with 19-ft. by 8-ft. cattle container.

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CARMICHAEL AND SONS (WORCESTER), LTD., THE BUTTS

OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS,
AND TO
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HARROW 1031.

1956 DODGE 5-ton tipper, £295. 1956 Thames 6-cu.-yd, tipper, £350.

1956 DODGE 5-ton tipper, £295.

1951 AUSTIN 900-cu.-ft. diesel Luton van, £325. 1956 Thames 4-ton tipper, £325.

1954 4-ton P6 long-wheelbase truck, £275. 1957 Trader 5-ton 6D long-wheelbase truck, £485.

1953 Thumes 4-ton P6 4-cu.-yd, tipper, £235.

1959 Thames 5-ton long-wheelbase milk-float truck. 1955 Thames 3-ton Luton van, £475.

STATION BRIDGE, WEALDSTONE, MIDDLESEX, 1960 Trader 8-cu.-yd, tipper, choice of two.

W. HAROLD PERRY. L.TD.,

178 THE COMMERCIAL MOTOR-Nov. 10, 1961 | Used Goods Vehicles (contd.)

IMPERIAL GARAGE, Hadleigh, Essex, Phone. Southend-on-Sea 557271 (10 lines). 934-115

1937 fifth-wheel coupling, four-in-line trailer, taxed, 1960, May, Diggle 6-wheel 20-cu-yd drop-side floor, wooden side hody in the Labro tipping gear, alloy floor, wooden side hody, 11.650, BEDFORD, 7-ton tipper, low mileage, one ower, 8728.

July, DODGE 6-ton 6-yd, diesel tipper, steel drop-side body, completely retyred, a super vehicle in every way, brigain, £750, 1959 FORD I rader 7-ton truck, a specimen vehicle, £875.

1957 AUSTIN 5-ton diesel drop-side truck, well tyred, one owner, £655, diesel engine, well tyred, ex brewery, £278.

1951 diesel engine, well tyred, ex brewery, £278.

1950 fifth-wheel coupling, four-in-line trailer, taxed, one owner, £1,300.

CHURCH ROAD MOTORS (SOUTHEND-ON-SEA). LTD.

£500. 1955 COMMER 183 diesel long-wheelb. 1949 FODEN 8-wheeler, 11-cu.-yd, double-drop-side diesel tipper, metal-lined body, in excellent condition, good tyres all round, £475. 934-123

FORD MAIN DEALERS. Phone, Enfield 3456. £550. 1958 BEDFORD articulated tractor unit, with pole carrier, in very good order, good tyres.

CHASESIDE MOTOR CO., LTD., REAT CAMBRIDGE ROAD, ENFIELD, MIDDLESEX.

VINCENTS WALK, SOUTHAMPTON 28331. THAMES HOUSE, CHANDLER'S FORD 2271. 934-120

1953 FODEN 5-ton 4-cylinder diesel with alloy body. £245. PERCY HENDY, LTD.

1956 BEDFORD 5-yd. tipper. diesel. £350. 1955 COMMER TS3, alloy platform body, £425. 1955 BEDFORD petrol tipper, medium wheelbase, 1955 FORD Thames 4D 4-yd. tipper, £225.

1960 Trader artic. unit. £770, or with 23-ft. trailer.
1958 October, FORD Trader 7-ton 6-yd. drop-side
1957 BEDFORD 6-yd. tipper, diesel, £395.

HENDY FOR FORD. BRITAIN'S FIRST FORD DEALER.
EARLY DELIVERY OF THAMES AND TRADERS. SELECTION OF USED VEHICLES.

ALL OTHER MODELS EARLY DELIVERY.

PORD Trader 7-ton 6D Anthony drop-side tipper, 9.00 x 20 tyres.

ORD Trader 7-ton 6D Edbro fixed-side tipper, 9.00 x 20 tyres, Eaton 2-speed axle.

ORD Trader 5-ton 6D Anthony drop-side tipper, 8.25 X 20 tyres.

REAL Trader 5-ton 6D Anthony drop-side tipper, 8.25 X 20 tyres. primer.

PORD Thames 15-cwt, vans, choice of three colours, highway yellow, express blue and galleon green.

NEW VEHICLES FOR IMMEDIATE DELIVERY ORD Trader 5-ton 6D 152-in,-wheelbase truck.

1960 AUSTIN ASS pick-up.

Thames 5-cwt, van. dark red, good tyres. 1958 Thames 5-cwt, van, blue and cream. 1959 BEDFORD 15-cwt, van, red, low mileage.

959 Thames 5-cwt. van. dark blue.

755 Thames 10-cwt. pick-up with canopy. 759 Thames 7-cwt. van. 18,000 miles, one careful owner. 750 Thames 5-cwt. van, dark blue.

959 959 Thames 10-12-cwt. van, black, low mileage.

1960 FORD Trader 5-ton 6D platform, choice of two, 1959, becember, FORD Trader 7-ton 6D short-benefit of the first sheet benefit of two, one express blue and one cargo grey and ambassador blue. December, Tharmon of miles, very clean, mbassador blue, one cargo grey, ambassador blue, one cargo grey, ambassador blue, cargo grey and cargo grey ambassador blue, cargo grey and cargo

YARDLEY AND SHELDON, BIRMINGHAM. COMMERCIAL VEHICLE DIVISION. Phone, Aco 0677 and She 5201.

BURGESS AND GARFIELD, LTD., FORD DISTRIBUTORS

Used Goods Vehicles (contd.)

934-196

STOKE GARAGE, COPELAND STREET. STOKE-ON-TRENT. Phone 47507-8.

LTD.

1958 ALBION Clydesdale, Comet engine, 6-speed gearbox, large-capacity boxyan body. WARWICK MOTOR ENGINEERING CO.,

THORNYCROFT 6-wheeler, power steering, dron-side hody.

THORNYCROFT 6-wheeler, power steering, dron-side hody.

THORNYCROFT 6-wheeler, power steering, dron-side hody.

1957 COMMER TS3 7-tonner, fitted Boys 6-wheel 1959 (actension dron-sided body, choice of two. 1959 (late) COMMER TS3 and tipper, 5-speed gearbox, sir brakes, 9:60 x 20 tyret.

1956 ALBION Reiver, Commet centine, 23-ft, body.

NEW LEYLAND Comet tipper, Type C\$3-2R, imme A LBION Chieftain, Type CH3AXL, immediate delivery,
A LBION Chieftain Type CH3ALT, immediate delivery.

AFTER 6 P.M., 20803. 1955 FODEN 6-ton drop-side truck, 4LK Gardnet, Good selection of BEDFORD CA 10- and 15-cet, vans and utilities from £100.

E. J. BAKER AND CO. (DORKING), LID., BIRCHETT ROAD, ALDERSHOT. Phone, Aldershot 24242-5

AUSTIN 702 forward-control 7-ton chassis-cab. 1960 May, AUSTIN 702 diesel with 7-cu-yd, tipping body, also fitted with 9.00 x 20 tyres, cab heater and flashers, 25,000 miles, £895. CRAWLEY 20191 (SIX LINES). 934-105

base. AUSTIN 4-ton 404 forward-control chassis-eab.

CRAWLEY, SUSSEX. A GENTS for Austin, Ford and Standard commercials: a large selection of new and used vans and trucks always in stock. JEW Thames Trader 4-ton drop-side truck, 152-in.

SOUTHERN COUNTIES GARAGES. LTD.

1960 COMMER 15-cwt. petrol boxvan, hinged doors te above available for immediate delivery.
934-43

Wide range of petrol and diesel engines, Commer 15-cwt, vans.

NEW COMMER personnel carrier, diesel, red.

NEW Thames Trader 6D chassis-cab

SUCCESSORS TO
HALE MOTORS (TOTTENHAM), LTD.,
THE HALE, N.17.
Tottenham 7771 (five lines).

RAY POWELL, LID.

WATLING STREET (A5), BROWNHILLS, STAFFS. STAFFS. Phone. Brownhills 2525-6-7.

BROWNHILLS MOTOR SALES.

1959 7-ton B.M.C. song-wheethase, £650 o.n.o. 1958 7-ton B.M.C. long-wheelbase, £550 o.n.o. LEYLANDS from stock, all models, and JEW ALBIONS from stock, all models.

NEW twin-axle trailer. 16-tonner, £1.200 o.n.o.

NEW 14-ton fifth coupling trailer, £853 o.n.o.

NE-MONTH-OLD STANDARD 6-cwt. van. 500 miles. NEW 25-ft. 12-ton trailers £.00 each.

1953 LEYLAND Comet tipper, 14-ft, 6-in, body, 1LAS vans new, choice of six, £345.

1956 LEYLAND 14-ft. 6-in. tipper, very good condi-1954 LEYLAND Comet Iong-wheelbase, £250. 1952 LEYLAND Comet 14-ft. 6-in. back tipper, £360.

EYLAND Comet 1956, 20-ca.-yd, coal tipper body, 6-wheel, completely overhauled, £1,450.

EYLAND, October, 1954, 24-ca.-yd, coal body, choice of thee, £1,450 each, yd, clipper, £600.

1959 FORD b-ca.-yd, tipper, £600.

BROWNHILLS MOTOR SALES. LEYLAND, ALBION, SCAMMELL. A LBION, December, 1959 (RE 27AT), 20-cu.-yd. coal tippers. £1,600.
A LBION, 1960 C/HRANT tipper, £1,150.

Used Goods Vehicles (contd.)

1957 SEDDON long-water 1959 DODGE diesel tipper, £565,

HIRE-PURCHASE arranged.

956

AUTHORIZED FORD AGENTS.

A. E. CONNORTON. L.TD.,

1951

1950
PODEN 6-wheeler FG 6LW, double drive, Duramin Podey, choice of two, £875 cach.
1952 drive, £875. wheeler, Duramin body, double drive, £875. Held of the first first

1960 A.E.C. 8-wheeler, 24-ft. body, 9.00 x 24, 11.3 ensine, 43,300.
1957 A.E.C. 8-wheeler tipper, Duramin body, doubte drive, 41,400.

CONNORTON, 328 Briston Rd., S.W.9. Brixton 7962, Sanderstead 1777.

THE NIGHTINGALE ENGINEERING CO.

1956 ATKINSON 1745 tractor unit, complete with 1960 (Late) A.E.C. 8-wheeler, as new.

959 ATKINSON 8-wheeler, 6f.X engine, very clean.

1959 ATKINSON T746X tractor, Gardner 6LX ensine, 28-ft. York tandem trailer, good tyres, ATKINSON twin steer, 23-ft. platform body, excellent condition.

WESTERN LANE, London, S.W.12. Kelvin 2193.

GATES OF WOODFORD. FORD MAIN DEALERS,

CHIGWELL ROAD, WOODFORD GREEN

Wansiead 6633,

H. TAYLOR AND CO. OFFER.

1959 AUSTIN Omnicoach, white-green, heater, 1958 December, FORD Thames 15-cwt, van, black 1958.

ELMBRIDGE 0081.

SPURLING MOTOR BODIES, LTD.

"THE NAME BEHIND THE SALE."

PHONE, GLADSTONE 2727. 303 CRICKLEWOOD BROADWAY. LONDON, N.W.2.

WHALEBONE MOTORS, LTD.

SEVERAL 1958 BEDFORD 6-7-tonners, 300 diesel 1960 BEDFORD 5-6-7-tonners, 300 diesel 1960 2-speed axle, new 25-41, trailer. 1956 Strue BEDFORD diesel large-capacity boxvan, fitted hydraelic tall 15t. BEDFORD 3-10n boxvan. 1957 LEVLAND Comet unit, Scammell coupling, new 25-41, trailer. 1952 ATKINSON tractor unit, Carrimore-Scammell SCAMMELL fractor unit, 40 x 8 tyre equipment, together with Scammell tendem axle trailer.

WHALEBONE MOTORS, LTD.,

239-241 HIGH ROAD, CHADWELL HEATH, ESSEX,

Phone. Seven Kings 5282.

934-265

1957 COMMER 7-cwt. van. grey.

958 AUSTIN A55 van, green.

958 AUSTIN Minibus.

NUMEROUS trailers in stock.

1957 1956 ATKINSON, 5LW, 4-wheeler, 20-ft. platform, 2-speed ask, 8825. ATKINSON, 6LW, 8-wheeler, 24-ft. Duramin platform, double drive, 8775. PODEN, 5LW, twin steer, £690.

NEW FORD Trader 6D. Baico extension chassis, fitted with 1,500-cu.-ft. Luton body.

1960 Trader 7-ton, 15,000 miles, 9.00 x 20 tyres, 1960 drop-side 18-ft. body, very clean, 1890.

1950 X 20 tyres, one owner, C licence, £275 cach.

Used Goods Vehicles (contd.)

COMBERHILL MOTORS, LTD.

Nov. 10, 1961—THE COMMERCIAL MOTOR 179

INGS ROAD, WAKEFIELD (6771, 10 lines.)

INGEROAD, WAKEFIELD.

(677), 10 lines.)

IMMEDIATE delivery of 40 brand-new Morris-B.M.C. Morredes-Benz, Commer and Atkinson 5644 4-, 6- and swheel Mishaw alloy topers for bolk coal transport.

G-wheel double-drive tractor unit, power steerion.

IEW ATKINSON LI786X (Gardner 6LX) 17-ton Ightwish 6-Mishaw 23-ft, alloy toper, 40 x 8.

IEW ATKINSON MIJOST (Gardner 6LX) 12-ton lightwish 6-Mishaw 23-ft, alloy toper, 40 x 8.

IEW ATKINSON MIJOST (Gardner 6LX) 12-ton lightwish 6-Mishaw 23-ft, alloy toper, 40 x 8.

IEW ATKINSON T7-46X (Gardner 6LX 12-ton lightwish 6-Mishaw 22-ft, bodyword, 3., w) 12-ton lightwish 6-Mishaw 14-ft, alloy tipper, 40 x 8.

IEW ATKINSON T7-6X (Gardner 6LX 150 b.h.p.) 4-wheel tractor, fifth-wheel coupler, 7-ton 4-wheeler, 17-ton 1

CHOICE OF 50 HIGH-QUALITY

USED FREIGHT AND TIPPERS.

COMPLETE LIST ON REQUEST, 934-472

NORMAND. LID.

BEDFORD SALES. BEDFORD SERVICE Large range of new BEDFORD TKs in stock.

1960 COMMER 15-ewt, forward-control van in excellent condition, £355.
1955 SEDDON 7-ton long wheelbase drop-side truck,
1956 SEDDON 3-ton bong-wheelbase drop-side truck,
1956 SEDDON 3-ton bongvan.
1959 FORD Trader 4D Luton van.

960 ALBION Claymore 1,200-cu.-ft. Luton van. SEE our selection of Bedford, B.M.C. and Commer platform trucks and boxvars, at competitive prices, 934-138

1954 DODGE 5-ton 1,000-cu.-ft. Luton, reconditioned P6 engine.
SELECTION of new and used small vans. 5-15 cwt.

NORMAND, LTD., 483-491 NORTHOLT ROAD.

SOUTH HARROW.

Byron 8006, 9912. 934-257

FERRARIS OF CRICKLEWOOD, LTD.,

200-220 CRICKLEWOOD BROADWAY, N.W.2. Gladstone 2234-5-6-7.

NEW DODGE trucks for early delivery.

JEW Thames 15-cwt. vans and trucks, also 12-seaters.

JEW Thames Trader 3-5-ton trucks. NEW MORRIS vans, 4-ton-30-cwt., 12, 14 and LD.

1959 Thames 15-cwt, van. blue,
1956 COMMER 7-ton truck, Faton 2-speed axie,
1958 Thames Trader 4D 1,000-cu-ft, pantechnicon. LL the above vehicles available from stock.

960 Thames 15-cwt. van. 959 MORRIS J2 13-scater bus.

956 MORRIS 30-cwt, diesel truck.

1956 Thames 3-ton 4D diesel truck, also 30-cwt.
1960 Modellon, 6325.
1959 BEDFORD Workobus, one owner, excellent condition.
1956 Thames 4D 4-ton 1,350-cu.-ft. Luton.
934-241

PERCY D. SLEEMAN, LTD.

LONDON COMMER DEALERS. NEW IMMEDIATE DELIVERY.

7-TON COMMER 13-ft, 6-in, wheelbase chassis-cab, 9.00 x 20 tyres, 5-speed gearbox and air brakes.

1960 LEYLAND Comet, 21-ft. platform body.

1959 ATKINSON Steer, air brakes, 6LW, 5-speed 1959 box, trailer model, 23-tt. platform body, 1959 ATKINSON tractor, air brakes, 6LX, 5-speed box, 28-tt. York tandem trailer, 1955 ALBION Chieftain, 18-ft. body.

38 UNBRIDGE ROAD. EALING, W.5. Ealing 7987.

443

CENTRAL GARAGE.

MORRIS B.M.C. 1960 7-ton long-wheelbase tipper, with alloy body.

LEYLAND Steer, 1956, air brakes, 600 engine with Dyson 4-wheel trailer. TERMS AND PART-EXCHANGES.

LEYLAND Comet, December, 1958, with 20-ft. plat-

DODGE normal-control 1958 long-wheelbase tipper with Leyland engine and 2-speed axle. A LBION Clydesdale, 1959, short-wheelbase chassis and cab, suitable for tractor.

A LBION 8-wheeler, 1954 (December), 23-ft. platform. BEDFORD, 1959, with Boys third axle, 2-speed axle, Bedford diesel, and 22-ft. drop-side body.

COMMER TS3, 1956, long-wheelbase tipper.

A LBION Reiver, 1955, fitted with Albion engine and A LBION Reiver, 1958. Leyland engine, 6-speed gearbox platform body.

AUTHORIZED LEYLAND, ALBION DEALER. BARNSLEY ROAD, SOUTH ELMSALL, NEAR PONTEFRACT. Phone, South Elmsall 276-7-8

CENTRAL GARAGE.

STOCKPORT. Phone, Stockport 5083.

1954 FORD Thames 4D drop-side truck. 110 BUXTON ROAD.

1958 COMMER TS3 7-ton long-wheelbase platform. 1956 FORD Thames 5-ton drop-side tipper. Perkins

1958 SEDDON 7-ton drop-side tipper.

1959 BEDFORD 7-ton drop-side truck, Leyland Comet 'ngine, long wheelbase. 1959 (Registered) DENNIS 6-ton tipper (ex-Ministry), Dennis Max diesel engine, new wrap-round

1959 COMMER TS3 7-ton tipper

1960 COMMER 15-cwt. forward-control van, diesel

1960, December, FORD Trader 6-wheeler. Edbro metal large-capacity body, fixed side and twin-

ISHERWOODS GARAGES. LTD. DODGE AND E.R.F. DISTRIBUTORS.

Phone. Bootle 4343.

GARLICK, BURRELL AND EDWARDS. I. TD., 188 REGENT ROAD. LIVERPOOL, 20

PART-EXCHANGES ACCEPTED, DEMONSTRATIONS AT YOUR PREMISES, DISTANCE NO OBJECT, AT ANY TIME TO SUIT YOUR OWN CONVENIENCE.

WANTED. 23-FT 10-ton SCAMMELL trailers.

1958 BEDFORD J-type, 300-cu.-in. diesel chassis-

1958 Thames Trader platform truck, 6D, offers, 1956 FORD 4D platform truck

1956 BEDFORD short-wheelbase diesel 5-ton tipper.

1956 BEDFORD diesel 5-ton long-wheelbase tipper, body, under-floor tipping gear.

1958 60 long-wheelbase twin-ram tipper, cheap, to

1958 BEDFORD diesel long-wheelbase tipper, 12-ft. 1958 BEDFORD 5-ton long-wheelbase twn-

TIPPERS.

BEDFORD. BEDFORD. WE OFFER THIS WEEK. THE FOLLOWING USED COMMERCIAL VEHICLES.

GARLICK, BURRELL AND EDWARDS, LTD., 188 REGENT ROAD. LIVERPOOL, 20

Used Goods Vehicles (contd.)

180 THE COMMERCIAL MOTOR-Nov. 10, 1961 | Used Goods Vehicles (contd.)

934-340 255 WALTON LANE, Liverpool, 4, Aintree 1873.

£45. TROJAN van, fitted with Perkins P3 diesel engine.

SCAMMELL trailers, all sizes, from £50.

£70. 1954 BEDFORD 19-ton Scammell tractor, R6 diesel engine, good runner, rough appearance. £50. Perkins P6 engine with A-type Bedford fitting.

7-TON BEDFORD TK chassis-cab, 167-in, wheelbase 300-cu,-in, diesel, 2-speed axic, 9.00 x 20 tyres,

ORMSKIRK MOTORS. LTD.,

COUNTY ROAD, ORMSKIRK. Phone, Ormskirk 2551-2-3.

AFTER 6 P.M. ORMSKIRK 4087.

I ISED trucks.

NEW BEDFORDS IN STOCK.

1960 BEDFORD 10-ton S model tractor unit, 300 diesel engine, 2-speed axle, Scammell coupling,

Used Goods Vehicles (contd.)

K. AND F. (COMMERCIALS), LTD.

DODGE, GUY, B.M.C. AND YORK.

NEW VEHICLES AVAILABLE FOR

IMMEDIATE DELIVERY.

ONE new GUY light 6-wheeler, 15-ft. 3-in. Upper, 20-ft. fong wood and alloy coal body.

USED VEHICLES.

1960 GUY Invincible 8-wheel tipper with 21-ft. 6-in.
1960 DODGE 6-wheel tipper with 19-ft. long coal body. E3/750.
1960 DODGE 6-wheel tipper with 19-ft. long coal body. Leyland Comet engine, York axie. £2,150.

1958, November, LEYLAND Comet forward-control tipper, with all-alloy body, £900.

1956 BEDFORD S-type 7-ton tipper with wooden 1955 BEDFORD 5-ton A-type medium-wheelbase

1954 SENTINEL 6-wheeler tipper, A.E.C. 7.7 engine and gearbox, all-alloy coal body, Pilot tipping

K. AND F. (COMMERCIALS). I TO.

ATHERSTONE.

Phone, Atherstone 2481-2-3.

SELLERS AND BATTY (SALES), LTD.

FENGATE, PETERBOROUGH,

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A.E.C.

Two 1961 A.E.C. Reliance 41-scater coaches, Duple bodies, radios and heaters, low mileage. Apply Muirhall Garage, Salsburgh, By Motherwell. Phone. Salsburgh 207.

1951 A.E.C. Regal Mk. IV Burlingham Seaguil 41-seater, certified November 30, 1963, 4850 o.n.o. J. T. Turton, Ltd., Bell Lane, Ackworth, Pontefract, Yorks, Phone, Ack 283.

1952 A.E.C. Mk. III double deck buses, 56-seater, 96 diesel engines, full air brakes, exceptional condition, choice of two, £400 each. Apply Fraing Works, Fraing, New Colchester, Essex, Great Bentley 230, 934-102

1952 (Registered) A.E.C. 7.7, fitted 35-seater for the factors, quarter lights, very good condition, 4-year cercate of fitness. Wesley's Coach Services, Stoke Gold, North Bucks, Phone 226.

A.E.C., 1951 Mk. IV, 41-scater Harrington dorsal, fitted heaters, radio, inter-com., reasonable offer. Fountain Coaches, Cowes, Isle of Wight. Phone, Cowes 323.

A.E.C. 1950 Mark IV. 41-scater Whitson, certifi-tion, fitted heaters, radio, inter-yom, reasonable offer. Holmes Saloon Coaches, Ltd., Cowes, Isle of Wight. Phone, Cowes 324.

BEDFORD

1953 BEDFORD Harrington 36-scater, certificate of finess 1963. exceptionally clean, sound vehicle, the first state of the same state of th

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1947 BEDFORD Vista 29 seats (high back), certifi-cate of fitness 1962, £185 o.n.o. Pontypool 646. 934-x8439

1951 BEDFORD Duple 33-seaters, exteriors grey-red, choice of two, certificates of filness to 1965,

BEDFORD Duple Super Vegas, 1956, 41 seats; 1955, 36 seats, choice of two. All with roof and quarter lights, radio and heater, painted cream-black with autumn tint interior. These vehicles have been completely overhauled, repainted and retyred last April; they are immaculate in every way, only used on tours and private bire, must be seen, certificates of fitness, 36-seater, 1965, 41-seater, 1966, 41-seater, 1965, 41-seater, 1965

FLIGHT'S TOURS, LTD., Coach Station, Berners St., Lorells, Birmingham, Northern 0941. 934-22

1954-55 BEDFORD Super Vega 35-scater observation saloons, petrol, just released from purgous, certificate of fitness 1964 (October), immacul condition, intercom, fitted, £1,200; choice of two. Ap Frating Works, Frating, near Colchester, Essex.

1953 BEDFORD Duple Super Vega. 35-scater, petrol, maroon and grey, certificate of fitness 1964, £1,300. For arrangements to view: City Motors, Tower Hill Garage. Witney, Oxon. Phone 100. 935-6569

1961 BEDFORD, petrol. 8 ft. 41 seats, Plaxton, gangway armrests, power steering, heaters, three 3-way lift-up lights. Michelin X, discs, extras £375, certificate of tinces 1998, body light blue and silver, interior blue and beige, mileage 15,000, £3,200, lovely job, cost £4,275.

Used Passenger Vehicles (contd.)

TOM BYATT (STOKE), LTD.,

VAUXHALL AND BEDFORD MAIN DEALERS. 1960 BEDFORD petrol 8-ft. Duple Super Vega coach, exterior green and grey, in first-class condition, one owner, certificate of fitness 1967, choice of two.

TOM BYATT (STOKE), LTD.,

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1961 BEDFORD 41-seater Duple diesel, £3,350; 1959
Bedford 41-seater Plaxton diesel, £2,950; 1959
Bedford 29-seater Duple Vista, £1,850;
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1957 BEDFORD 41-seater Duple Super Vega, exterior finished cream and red, interior trimmed red, one in really first-class condition, certificate of fitness

BEDFORD 41-scater Duple Super Vega.

1956 BEDFORD 41-scater Duple Super Vega.

1956 BEDFORD 41-scater Duple Super Vega.

1956 BEDFORD 41-scater Duple Super Vega. exterior survey sound vehicle recertified to 1966.

1952 blue and blue with red interior trimming. sery sound vehicle recertified to 1966.

1952 blue and grey, clean, smart-looking coach, fitted radio and heater, certificate of fitness 1962.

1958 August 1958 BEDFORD 31-scater Vega.

1958 August 195

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1959 BEDFORD, petrol, Duple 41, choice of two, from £2,350, excellent condition, H.P. arranged, Camplings, 41 Ship St. Brighton 65493. 934-152

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1959 Fadio, heater, red pattern mougette, certificate of fitness 1966, microphone, heaters, quarter toof lights, tubular racks, moquette to side casings, wheel discs, certificate of fitness 1964, excellent condition, choice of two, price £2,580.

certificate of fitness 190s, easement two, price F2.350.

1956 BEDFORD, 41-seater Burlingham, Plaxton and Particular of fitness 1966, choice of three only, price from £1.995.

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1953 BEDFORD, 37-seater plus courier Plaxton, moquette, radio, heaters, certificate of fitn

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1948 OB-type BEDFORDS with tate-type Beadle 29-mechanical and body condition, choice of two, £225-£240 mechanical and money communications and money control of the cach.

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WANTED to Traders, 1960 BEDFORD. Duple of Plaxton, petrol, 41-seater, price offered £2,150 to £2,250, for one or two. Box CM344, care of "The Compensial Motor." 334-151

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1960 COMMER TS3 41-seater Duple coaches, modified suspension, air brakes, heaters, etc. 40,000 miles only, available early Detober, can be palnted to your instructions and delivered for £3,300 each; choice of 10.00 miles of 10.00 m

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of 10.

1959 COMMER TS3 41-seater programments of three, £2,900 each.

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1961 Fhames Duple Yeoman, 41 scats, extra hea Formica lining panels, Hydrovac braking, co-ficate of fitness 1968, immaculate, 63,300; three available Yelloway Motor Services, Ltd., Weir St. Rochalab 31

1960 THAMES Plaxton 41-seater, roof lights, radio, Hydrovac brakes, 2-speed axle, latest type ensine, Formica side casings, exterior sun visor; this coach was used extensively by Ford Motor Co. for demonstration, £3,200. WHITE-PRIARS COACHES, 140 Maybank Accune. Wembley, Phone, Arnold 6,349.

1960 Thames Duple 41-seater, 7 ft. 6 in. wide, Hire-purchase.

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1950 PSI LEYLAND 35-seater Burlingham coach, certificate of fitness 1964, to clear, £285.
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EYLAND, 40-scater Burlingham Seaguil, very clean, good tyres, heater, brakes relined, no marks, £1,400, R. I. Davies and Son, Ltd. Tredegar 129, 935-x8413

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GUY double-deckers, fitted 1953 Charles Roc 53-56-all-metal thin-wall high-bridge and Low-bridge bed for mileage 5LW Gardner engines (under 10,000 miles), used by company operating coastal services for seasonal use only, some remoquetted last year, in super mechanical and body condition, certificate of threes 1965-61-62, price

250-430 BRISTOL. 53-55-seater Metcam and Eastern bodies, half sliding windows, fitted late-series low-milease 7.7 A.E.C., St.W. Gardner and Briston Metcam and Eastern bodies, half sliding windows, fitted late-series low-milease 7.7 A.E.C., St.W. Gardner and Bristol A.Y. 9.8 diesel units, in super mechanical and body condition, certificate of finess 3-46 BRISTOL. 56-seater Metcam all-metal mechanical and body condition, certificate of fines 5-65, price £450-£500.

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DAIMLER Freeline Roadmaster, with super fully fronted 35-47-seater Bellhouse Harrwell and Burlinsham Seaguill badies, adjustable rectining super Continental seating, courier seat, radio, microphone, fost becaute the loss of two, price £1,250.

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L 15-seater Duple luxury coach noute, no market between the coache of two miles are sent seasonal use only, certificate of litness, choice of two price 2800.

1952 33-seater BEDFORD milkhead, low-mileage petrol craimes, from large operator in coastal resort, seasonal use only, certificate of fitness 1962, in process of being recertified and will receive four-to five-year certificate of litness choice of four, price 6750.

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1955 A.E.C. Reliance Burlingham 37-seater

1953 BEDFORD Duple Super Vega 35-acater, certified 1963, £1,075.
1952 BEDFORD Duple Vega 33-seater, radio, heaters, £850.

1952 DENNIS Lancet. Yeates full-fronted body, 37-seater, certified 1962, £575.

1951 LEYLAND Royal Tiger Burlingham 39-seater. £850.

1947 LEYLAND PS1 Burlingham 33-scater, certified 1962, 6250.

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1959 BEDFORD Plaxton, 8-ft. 35-seater, mechanically excellent, certificate of fitness 1963, 1995.
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1952 BEDFORD Vega 33-seater, in above average condition, real bargain, £7500, above average condition, real bargain, £7500, above average extrus, certificate of fitness 1962, E325.
1950 COMMER Plaxton 33-seater, full front, extras, 1953, E.C. full-front 35-seater, full front, extras, 1954, 1955.
1957 MEADOWS 41-seater luxury coach, new dieselent order throughout, £1,750, 1952, 1952, 1952, 1952, 1952, 1952, 1952, 1952, 1952, 1952, 1952, 1953, 1952, 1952, 1952, 1952, 1952, 1952, 1952, 1952, 1952, 1952, 1952, 1952, 1952, 1952, 1953, 1953, 1953, 1953, 1953, 1953, 1953, 1954, 1953, 1954, 1954, 1954, 1955, 1954, 1954, 1954, 1955, 1954, 1954, 1954, 1955, 1954, 1955, 1954, 1955, 1954, 1955, 1954, 1954, 1955, 1955, 1956, 2100, 1956,

1938 extras, nominal mileage, £350.
1960 https://doi.org/10.1000/10.1000/10.1000/10.1000/10.1000/10.1000/10

1958 MINI-BUS 12-seater P.S.V. in superb order, extras, nominal mileage, £550.
Thames 11-seater P.S.V., in as-new condition.

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1964 MAUDSLAY 7.7 with Duple half-cab, certificate of times April.
1948 of fitnes September, 1963.
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A LSO a selection of vehicles suitable for works service or mobile shops.

1950 FODEN 6LW (front end) 33-seater, full front, very clean interior, certificate of fitness April.

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1962 BEDFORD BS fitted with Burlingham Gannet diseaser unaury body. for immediate delivery.

1954 BEDFORD petrol 35-scater Plaxton, finished in black and ivory, red interior, radio and heaters, cettificate of fitness March, 1964.

1954 BEDFORD Sescater Duple Vega, fitted with new Perkins R6 diesel engine, roof quarter lights, wide, certificate of the petrol o

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SCOTTISH MOTOR SHOW.

1966, HCS 817 E960.

1954 BEDD-ORD Plaxion 35-seater, petrol, paint 1954 BEDD-ORD Plaxion 35-seater, petrol, paint 200, p

Commerce 1956 COMMER TS3 Beadle 44-45-seater, blue and 1956 cream paint, blue moquette, certificate of fitness 1966, HKT784, £1.150, 1955 BEDFORD Duple 36-seater, dieset, paint red and cream, blue moquette, GSD 241, £1.650. Commerce 1958 Beadle 44-45-seater, blue and cream, blue moquette, certificate of fitness commerce 1958 Beadle 44-65-seater, blue and cream, blue moquette, certificate of fitness commerce 1958 Beadle 44-65-seater, blue and cream blue moquette, certificate of fitness

£2.750. ALBION Aberdonian Plaxton 41-seater, red and cream paint, green moquette, DEK-43, 1957

1958 COMMER TS3 Duple 41-seater, paint red and moquette, top sliding windows,

62.850.

1959 FORD Thames Plaxton 41-seater, cream exterior, red interior, quarier lights, certificate of fitness 1966, registered No. 6 H.C., £2.850.

1958 BEDFORD CSXI Duple 30-seater, service certificate of fitness 1965, two off, SVA 437, SVA 438. each £1.467. each £1,450, 1958 BEDFORD Duple 29-seater, diesel, paint brown and cream, moquette grey-red check, ESY 89,

heater and public adurts, terribate 1950 FI, £2,750

1959 BEDFORD SB8 Duple 41-seater with Leyland engine, blue and cream paint, blue moquette, certificate of fitness 1965, TVA 128, £2,750, BEDFORD Super Vega 41-seater, petrol 7 ft, 6 in. wide, paint grey, red moquette, 1959 FORD Thames Plaxton 41-scater, paint cream, red moquette, quarter lights, reg. No. 4 HLG.

heater and public address, certificate of fitness 17.6.66, 654 FJD, £2.759

1959

BEDFORD Duple Super Vega petrol 41-seater, locater and public address, certificate of fitness 18.6.66, 50 FTL £2.50 FTL 62.50

NEW TROJAN 13-seater coach, red moquette and leather.

1961 - Nay, FORD Thumes Duple 41-seater de luxe, revam exterior, red interior, Formica paneling public address, quarter lights, 2-speed aske and modified brakes mileage 16,900, certificate of fitness 1968, 992 UTC. 6,8350.

1960 BEDFORD Burlingham 41-seater, diesel, paint red with ivory roof and side panels, red and ream modified brakes proposed to the particular of th

IMMEDIATE DELIVERY:-JEW FORD Thames 41-seater coaches with bodies by Duple, Burlingham, Harrington and Plaxton. FeW LEVLAND PD3-2 72-seater front-entrance double-decker bus.

EW TROJAN 13-seater coach, red moquette and

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1960.

1959. 1959.

NEW 1962 FORD Thames 6D diesel chassis, fitted Duple and Burlingham Gannet luxury 41-seater coach-

1961. June, FORD Thames 6D Duple Yeoman formica panelling, public address, 2-speed agic and more formica panelling, public address, 2-speed agic and modified brakes, mileage 13,500, registration number 993 UTC. June. FORD

At-scater de luxe, cream externation melling, public address, 2-speed axie and melling public address, 2-speed axie and melling public address, 2-speed axie and melling public address, 2-speed axie and medimileage 17,200, registration number 991 UTC, of fitness May, 1968.

May, FORD Thames 6D Duple Yeoman Atlanta, public address, 2-speed axie and medimileage 17,200, registration number 991 UTC, of fitness May, 1968.

March, FORD Thames 6D Duple Younan March, FORD Thames 6D Duple Yeoman March, FORD Thames 6D Duple Super Vesa 41-scater luxury coachwork, cream exterior, yellow for the public address, registration number certificate of fitness 18.6,1966.

June, BEDFORD, petrol. Duple Super Vega 1908. Process 17,6,1966.

June Super Vega 41-scater and public address, registration number Seater and public address, registration number Seater, red

1959 June, BEDFORD, periol, Duple Super Vega red interior, heater and public address, registration number 634 JTD, certificate of fitness 17,6,1966.
1959 June, BEDFORD, periol, Duple Super Vega interior, heater, public address, registration number 635 JTD, certificate of fitness 18,6,1966.
1959 July, EDFORD, periol, Duple Super Vega 1959 July, Street Vega 1959 July, Street Vega 1959 July, Street Vega 1959 July, FORD Thames 605 JULY, Certificate of fitness 6,5,1966.
1959 July, FORD Thames 60 Plaxton luxury 41-duple MTC, certificate of fitness 1966.
1959 July, FORD Thames 60 Plaxton luxury 41-duple Street Vega 1959 July, FORD Thames 60 Plaxton luxury 41-duple Fights, heater registration number 3 HLC, certificate of fitness 1966.

quarter lights, heater registration number 3 HLG, certifi-cate of filness 9.7.1966. Thames 6D Plaxton de luxe 1959. 41-seater, cream exterior, red interior, quarter lights, heater, recisiration number 4 HLG, certificate of

1959, registration number 5 HLG, certificate of fitness 15.7.66.

1959, July FORD Thames 610 Plasting 41-seater, registration number 6 HLG, certificate of fitness 15.7.66.

1958 COMMER TS3 diesel Duple de luxe, 41-seater, public adress, etc., registration number 608 BDH.

1958 EDFORD, Perkins R6, Duple 36-seater luxury coach, cream and red, good order, registration number GDD 241. certificate of fitness 17.1965, 1951 LEYLAND PS2 Burlingham full-front 33-seater.

1948 LEYLAND PD1 high-bridge 56-seater, M.C.W. coachwork, certificate of fluress 1962. Choice of

1948-9 LEYLAND PSI Burlingham 31-33-scaters.

1740 7.4 engines, certificates of fitness. Choice of six.

1946 LEYLAND PDI with M.C.W. 56-scater coachwork. Choice of six.

1946 A.E.C. Burlingham 36-scater buses, choice of two. certificates of fitness 1963.

1946 A.E.C. 7.7 Northern Counties 53-scater, low bridge, certificate of fitness 1963.

1946 Counties 53-scater countwork, certified EYLAND TD4 and 5 with 1949 Alexandra all-metal frame 53-scater low-bridge double-deck buses. Choice of 10.

LEYLAND TS7 7.4 engines with 1949 Burlingham 35-scater bus-type bodies.

1936 LEYLAND TS7, fitted 1950 Duple 8-ft, wide ALL the above are exceptionally clean and well tyred.

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DIESEL.

1960, April, BEDFORD 41-scater Super Vega, £3,195, 1959, blue-grey, BEDFORD 41-scater Super Vega, £2,895, blue-grey, blue-grey, State Super Vega, £3,150, blue-grey, 1958, April, BEDFORD 41-scater Super Vega, £2,750, April, BEDFORD 41-scater Super Vega, £2,750, April, BEDFORD 45-scater Super Vega, £2,750, July, BEDFORD 35-scater Super Vega, £1,250, red-cream.

PETROL.

May, BEDFORD 41-seater Super Vega, £2,795, blue-grey, 1958, cream-blue.
May, BEDFORD 41-seater Planton, £2,650, cream-blue.
May, BEDFORD 41-seater Burlingham, £2,595, maroon-cream, april, BEDFORD 41-seater Super Vega, £2,250, cream-blue.
EDFORD 41-seater Super Vega, £2,250, cream-blue.
Check Super Vega, £1,695, green-ivorg.
April, BEDFORD 38-seater Super Vega, £1,590, green-ivorg.
April, BEDFORD 38-seater Super Vega, £1,550, red-cream, cred-cream, cred-cream, cred-cream, 934-35.

1959, July, FORD Thames 6D Plaxton de lights, registration number 5 HLG, certificate of 1

THE MILLBURN ORGANIZATION.

Used Passenger Vehicles (contd.)

310-326 SYDENHAM ROAD. LONDON, S.F.26.

NOW is the time to be arranging your 1962 programme

WHY not let us quote you for your new Thames, fitte with Duple Yeoman, Plaxton Embassy and Harrington

NEW Duple Yeoman 41-seater, fitted Perspex quarters, Formica side panels in walnut, heaters, radio and public address, interior red moquetic, exterior cream and red.

1961 Thames Duple Yeoman 41-seater, full lux panels, radio and heater and many other extras, sm mileage, as new, certificate of fitness 1968.

1958 col. Her Ts3. Eaton 2-speed axle, 41-seater full-luxury Plaxton body, fitted with radio and heart, interior red moquette, exterior cream and grey, in excellent condition throughout, certificate of fitness 1965.

1956 BEDFORD Super Vega, 41-scater full-luxury Danels, interior red measurette, exterior red and blue.

1956, choice of two.

1955 COMMER TS3, 41-seater full-luxury Duple body, fitted with heaters, Formica side panels interior autumn tin moquette, exterior red and blue, in immaculate condition throughout, certificate of fitness 1965,

1955 BEDFORD Vezz 38-seater, full-luxury Duple broughout, certificate of fitness 1966.

1952 BEDFORD Suped Vega, 37-seater full-luxur pood clean condition throughout, certificate of fitness 1963

1952 A.E.C., 9.6 oil engine, 39-seater full-luxury whitson observation body, fitter with heater, in good clean condition throughout, certificate of fitness 1962 1952 BEDFORD Vega 33-scater, full-fuxury Duple body, fitted with heater, in good clean condition throughout, certificate of fitness 1964.

1952 LEYLAND Royal Tiger, fitted with air brakes good clean condition throughout, certificate of fitness 1962 1951 BEDFORD Vega 7 ft. 6 in. wide, 33-seat

1950 BEDFORD Vista 29-seater full-luxury Duple dition throughout, certificate of fitness 1964.

SEVERAL coaches suitable for workmen and mobile shops, at very reasunable prices.

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1959 coach, red and grey moquette, blue and creamcuterior 2.10
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bus, front entrance, certified to 1964, £375.
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certificate of finess 1963, £1.00.
1954 CAMMEER, Free Line 45-seater Metaleraft body,
certificate of finess 1963, £1.00.
1955 Camment of the coach certified 1964, in really clean condition,
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1951 BEDFORD petrol 33-scater coach, certified 1964, 2550.
1950 BEDFORD Duple 29-scater Vista coach, certified 1964, 2590.

SPECIAL END-OF-SEASON SALE.

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FARNHAM, SURREY, ernham 4626-7 and 3227, 8 a.m. to 6 p.m. After 6 p.m., Farnham 4481.

WE are now taking orders for 1962 model coaches delivery from September onwards. Duple, Platton. Burlimpham 41-stater bodies on new heldford petrol- and least the september of the properties of the september of

MMEDIATE delivery of the following high-class second-

hand could be seen as a second of the second

green exterior, one owner, certificate of fitness January, 1966, value £2.950.

1966, value £2.950.

1959 BEDFORD Super Vega, petrol, Duple 41-seater, many extras, used only on high-class touring work, green interior, grey, green, ceram exterior, immaculate, certificate of fitness 1966, choice of two, £2.950.

1959 BEDFORD Plaxton C-type disect 41-seater, ted-black interior, light and dark green exterior warren, red-black interior, light and dark green exterior warren, red-black interior, light and dark green exterior super 4.3,150.

1958 body, red interior, very clean, £2.475.

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1964. £1.650.

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1952 body, 37-seater, green interior, certificate of fitness (1962, £250).

1952 body, 37-seater, green interior, certainene interes 1962, £250.

1952 BEDFORID Dunie Super Vega 37-seater, corner to the state of times June. 1962, £97-seater difference of times June. 1962, £97-seater Plaxino body. 53-litre. 1951 2-speed ask; red interior, 467-5.

1950 AUSTIN 33-seater Kenex full-front body. red function, certificate, of fitness 1963, £29-seater kenex full-front body. red with the state of the s

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FARNHAM, SURREY. 9

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1960 BEDFORD Vega (41), green and grey, red interior, 71 ft., spotless, good tyres, £2,950;

1959 COMMER TS3 Duple t36). 8-ft., red and crea

1958, March, BEDFORD saloon bus (41), slidin door, driver-operated, 71-ft, wide, exterio cream, one owner, private use, being certified five years

1957 BEDFORD Vega (41), cream and brown, red interior, &-ft., very clean, £2,175.
1954 BedFORD Bus, Duple, all-metal (40), Perkins R6, all good tyres, &-ft., certified 1965, £1,059, BEDFORD Thurgood (33-35), exterior red and cream, 71-ft. wide glass quarters, tubular racks.

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RETRIMS, Vista from £78; best-quality moquettes, also coach interiors and lino renewed.

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Used Passenger Vehicles (contd.)

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1959 41-scater Duple, petrol, red moquette, heaters, grey-red, certificate of fitness 1966, 1958 41-scater Duple, petrol, red-fawn moquette, choice of two, exceptionally clean.

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1956 41-scater Duple, petrol, 2-speed axle, green moduette, green-grey, certificate of futness 1966.

1956 di-seater Burlingh.m. petrol, red moquette. A NY of the above coaches can be converted to new 300-cu.-in. Bedford diesel engine with soundproofing.

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of eight Mark III-IV Duple Harrington, reality 35-39-scater coaches, all with rificate of fitness, special prices

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SEDDON, Ro. Eaton 2-speed axle, 41-seater Duple Eigabethan, two hatters, certificate of 1000 Popule Eigabethan, two hatters, certificate of 1000 Pop

1960 new engine conversion competed door gear.

1960 model) FORD Thames Duple, engine conversion has completed, fitted Hydrovær radio and conversion has completed, fitted Hydrovær radio and conversion fitted from the house of the conversion fitted, choice of three, for immediate versions fitted.

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1960 Thames Burlinkhain 41-seater, red and cream we engine conversion completed, manually manually.

1952 BEDFORD 33-seater Duple, 7 ft. 6 in., quarter carlon, certificate of fitness 1962, fitted new engine 1960, 1953 BEDFORD 37-seater, fitted heater, radio and speech amplification, certificate of fitness 1962, fitted new engine 1960, 1963, new engine titted 1960.

1954 BEDFORD Duple 36-seater, Perkins R6.
1954 BEDFORD Duple 36-seater, Perkins R6.
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1956 BEDFORD 41-seater Duple, wireless, P.A. 1955 BEDFORD 36-seater Planton, 7 ft. 6 in, wide certificate of fitness 1965.

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1960 FORD 41-seater Duple, in excellent condition, 1959 COMMER T53, 3-beed gearbox, air brakes, 1958 COMMER T53, 43-beed gearbox, air brakes, 1958 COMMER T53 41-seater Plaxton,

COACHES. 1961 FORD 41-seater Barlingham, mileage 22,000, first-class condition.

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Thames Duple, glass quariers, radio, heater, speech amplification, wheel discs. 18,000 miles 1955 Thames Plaston, radio, heaters, speech amplification. Page 1957 BEDFORD Duple 41-scater, radio, heaters, speech amplification.

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No. of the control of

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FORD Burlingham 41-seater, heaters, etc. 960 960 FORD Plaxton 41-seater, quarter lights and 960 FORD Plaxion 41-seater, quarter lights and 1959 BEDFORD Plaxion 41-seater, quarter lights 959 BEDFORD Yeates 41-seater, heaters, etc. 958 BEDFORD Plaxion 41-seater, heaters, etc. 958 BEDFORD Duple 41-seater, heaters, etc. 958 BEDFORD Plaxion 33-seater.

ARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness.

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MAUDSLAN 39-scater coach, certificate of 1949 CoMMER Avenser Plaston 33-scater, certificate of fineses 1963.

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1960 BELFORD 3BI Duple 41-scater, 7 ft, 6 in.
1960 Thames Plaxion 41-scater with Eaton 2-speed age radio and extraste steen.
1960 Alexandro and steen.
1960 Alexandro and steen.
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DST beDFORD (diesel) 29-scater Plaston luxury body, quarter lights, top sliders, lift-up vents, rowing pareer racks, speech amplification, central heating, twin fuel tanks, certificate of fitness 1964.

DST A.E.C. Rean Mk. III, air pressure brakes, and the state of the second particle with Yeates, 35-seater Riviera body 1956, quarter lights, top sliders, lift-up vents, in-swung pareer racks, central heating, certificate of fitness 1966. Choice of two, central heating, certificate of fitness 1966, Choice of two second particles with Yeates, 35-seater Riviera body 1957, quarter lights, top sliders, lift-up vents, in-swung pareel racks, apeech amplification, central heating, certificate of fitness 1964.

ALL the above vehicles are in first-class order a exceptionally clean. No reasonable offer refused.

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1952 LEYLAND, fitted with PSI ename, full-fronted fitness 1966. Choice of five. Price £350.

1947 8 A.E.C. 7.7 32-35-seater Duple body, certificate of fitness 1963, price £200-£300.

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NO REASONABLE OFFER REFUSED. FIVE-YEAR CERTIFICATES.

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1953 BEDFORD. Duple 35-scaler body, blue and cream, red interior.
1952 bedy from the first Tiger, Harrington 45-scaler body, dornall me blue and cream, red interior.
1948 FODEN 6LW Gardner, Windover 33-scaler, blue and cream, fawn interior, certificate of

STOCKLAND GARAGE LTD.

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P.S.V. OPERATORS. 291 FRATTON ROAD. PORTSMOUTH. Phone 23122

We have the following vehicles of our own for sale.

1961 SEDFORD diesel 41-seater Duple, registered July 1, 1961, red interior, certificate of fitness.

1958 BEDFORD petrol 41-scater Duple grey and red inferior, certificate of fitness 1965, £2,200.

COMMER TS 3 9-scater Duple, autumn initiation, certificate of fitness 1965, £1,700.

A LL the above vehicles are fitted with heaters and many other extras. exterior colours are finished in twell-shades of blue.

PEARL GARAGES, LTD.

NEW FORD Thames diesel coaches, 1962 model, 41seater, Burlimman Gannet bodies, early delivery,
A.E.C. fitness to 1963.
DENNIS Lancet 35-seater half-cab, 1947, certificate of
Dinness to 1963.
DENNIS Lancet 35-seater half-cab, 1949, certificate of
Dinness to 1963.
DENSIS Lancet 35-seater half-cab, 1949, certificate of
Dinness to 1962.
Densis Sacater 1949, certificate of fitness to
Densis Company of the seater half-cab, 1949, certificate of
Densis Sacater Gurney Nutting, 1952, certificate
of fitness to 1962.
COMPLETE engines for Dennis Lancet III.

REASONABLE offer accepted for any of the above 37 SOUTH EALING RD., London, W.5, Ealing 9036.

PERCY D. SLEEMAN, LTD.

LONDON COMMER DEALERS.

COMMER PSV 11-senter de luxe, ex stock. 1957 COMMER Beadle 41-seater, front entrance, certificate of fitness 1965.
1955 A.E.C. Reliance 41-seater, all-metal body, glass roof quarters, certificate of fitness 1965.
1955 BEFFORD petrol 38-seater, Duple, glass roof quarters, certificate of fitness 1964, £1.250.
1951 A.E. Grifficas 1964.
1950 ALBION diesel, 31-seater, full front, certificate of fitness 1964, £1.250.
1959 BEFFORD Dormobile 12-seater, very clean, £428.

38 UXBRIDGE ROAD.

EALING, W.5 Ealing 7987.

934-293

1952 LEYLAND Beadle all-metal 35-seater, Con-fugury seating, certificate of fitness 1964-65, taxed, £650

Also
1948 A.E.C. half-cab, Harrington 33-seater, certificate
an be arranged for the above.
FOUNTAIN LUXURY COACHES, 12 The Green
Twickenham. Pop 2536.

Two Leyland Comet 33-seater conches; two Leyland Two Leyland Comet PSI 33-seater coaches; four A.E.C. Regal 33-seater coaches; two Giv double-deck buses; one Daimler double-deck for four coaches; for service. Offers, Harper Brox (Heath Hayes), Ltd.-Heath Hayes, Cannock, Phone, Heath Hayes 282-3-4.

Unclassified Wanted 38/41 Diesei, good all round. Warren's Coaches. 934-18

NEW PASSENGER VEHICLES

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London and Middlesex. Early delivery Kombi, Microbus, van pick-up. 129 Old Brompton Rd., S.W.7. Fre 77(1.

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

ARRIMORE close-coupled articulated 6-wheelers, hand-y some appearance and ideal weight distribution, ARRIMORE SIX-WHEELERS, LTD. Carrimore works, North Finchley, N.12. Hillside 3631-2-3,

SCAMMELL Scarab 3-ton petrol unit with trailer, in good condition.

SCAMMELL Scarab 3- and 6-ton diesel or petrol units, SCAMMELL Scarab 3- and 6-ton diesel or petrol units, in good condition.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.1. Clerkenwell 7456.

934-42

1960 TK 12-ton unit, S.A.E. coupling, Leyland engine, 5-speed gearbox. Waltham Cross 22142 934-211

Miscellaneous Vehicles (contd.)

1961, March, AUSTIN diesel prime mover, fifth-wheel trailer, low mileage, condition as new, £1,450, J. H., SPARSHATT AND SONS, LTD., London Rd., Hilsea, Portsmouth, Potney, Portsmouth, 60,461,

BEDFORD 1958 D-type Scammell unit, £275.

JACKERBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex, Dominion 5583. 934-247

DENNIS Centaur and semi-low-load trailers, 8-10-ton, 6225. SCAMMELL 25-ton low-loader, 6LW, 20-ft. 1946. Self-4-in-fine, knock-out, 81,500. Langley MIIL COMMERCIAL VEHICLES. LTD, Langley MIII 2623.

Miscellaneous Vehicles (contd.)

NEW 8-, 10- and 12-ton BEDFORD TK model tractors.

NEW Scammell trailers, automatic and fifth-wheel USED vehicles: bodywork; road tankers, etc.

ESTIMATES and demonstrations.

INQUIRIES to:-

E. J. BAKER AND CO. (DORKING), LTD.,

HIGH STREET, DORKING, SURREY, Phone, Dorking 3822 (five lines).

A55

Miscellaneous Vehicles (contd.)

L. F. DOVE (C.V.). LTD.,

AUSTIN AND BROCKHOUSE DISTRIBUTORS

A USTIN 1959 120-in, prime mover, 2-speed asle, 9.00 x 20 tyres, fifth-wheel coupling, 17-ton G.T.W., £995. IMMEDIATE delivery AUSTIN prime movers, with 2-speed asle, 7.50 x 20 tyres and a Brockhouse automatic interhangeable coupling.

IMMEDIATE delivery Brockhouse 6-, 8- and 10-ton trailers, straight and drop-frame, with automatic coupling. L. F. DOVE (C.V.), LTD., 98 Lower Addiscombe Rd., Craydon, Addiscombe 3131. 934-302

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and R USH GREEN MOTORS, Langley, Hitchin, Heris, 934-221

Articulated Vehicles Wanted

WANTED, A.E.C. Mandator articulated vehicle tractor. Full particulars and price to: Spiers Rc Services, Old Broughton Rd., Melksham, Wiltshire. Photoleksham, 2424.

SCAMMELL Highwayman, fitted with 6LX, will consider other tractors fitted with 6LX also, 17-20 tons trombone semi-trailer. Box CM346, care of "The Commercial 435-6571

BREAKDOWN VEHICLES

MACK 6 % 6 chassis and cab, petrol engined, unregi-tered, 4525. 5. uty towing ambulance, twin solid tyres, unused: £70, 5. LTD. Ampthill, Bedford. Ampthill zzz-884

DIAMOND T recovery vehicle, in good working order, fitted with Homes wrecking gear, £850. Bylands Services Station, Redbourn, Herts. Phone, Redbourn, 320 and 465.

A.E.C. 16 x 6 diesel with 10-ton American twin want a really practical unit, this is, it, price £1,000. SWORDER MOTORS (EXPORT), £17), Loudwater, High Wycombe, Bucks. Phone. High Wycombe 4078.

BEDFORD QL 4 x 4 with winch, first class. MERTON ENGINEERING CO., LTD., Faggs Rd. Feltham, Middx. Phone, Feltham 6208, 3045.

A.E.C. Matador 4 x 4 breakdown recovery vehicle, ditioned 7.7 diesel entien, new Hervy Frost heavy-duty crane with certificate, power winch, air brakes and new wiring, cost over £1,600, to clear £1,200, Apply Frating Works, Frating, near Colchester, Essex. Great Beniley 230.

MUIR-HILL dumper, diesel, 3 cu. yd., needs slight attention, bargain, £150. International diesel tractor with hydraulic shovel attachment, £225 Phone. Birmingham Ast 3467. 934-429

ESTATE CARS AND UTILITIES

1954 Vanguard estate, one owner, in excellent dition, £255 Cavendish Motors, Cavendish Willesday 6036.8

EXHIBITION VANS

1957 Karrier Bantam diesel, repsinted and recon-laston-Goodman, 135 Cricklewood Broadway, N.W.2. Jadastone 2226.

EX-W.D. VEHICLES

A.E.C. Albion, Austin, Bedford, F.W.D., Maudslay, in 4 x 4 and 6 x 4 drife vehicles, Spares and type J. H. Rollason, Yokesford Hill, Romsey, Hants, Phone, Braishfield 395.

 $C^{\text{UNDEY AND}} \ S^{\text{TEWART.}} \ L^{\text{TD.}}$

DEALERS AND DISMANTLERS OF

EX-W.D. VEHICLES ONLY.

SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES.

SPARES AND TYPES.

A LFRETON, DERBYSHIRE.

PHONE, LEABROOKS 477.

COR sale. Vehicles and spares.

MOST types of commercial vehicles, civilian and ex-W.D., being dismantled for spares.

COMMERCIAL vehicles always required to SEND us your offers and requirements.

C. MORGAN AND SON, Waltham Chase, Southamp-ton. Bishop's Waltham 133.

MINISTRY recond tioned vehicles. Austin 6 x 4 and Bedford QL trippers; Bedford L and 3-5-ton; Bedford QL and 3-5-ton; Bedford

A.E.C. Matador, 4 x 4, full air brakes, low mileage, unregistered. C. Russett, 155 Millbank 51, Northam Southampton 26590

INSULATED VANS-WANTED

ANTED, insulated list containers, approximately 16 ft. long, must be in good condition. Box CM342, care

LUTON VANS AND PANTECHNICONS

ET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft.; prices from £350. Two-year guarantee.

FREIGHT ENGINEERING CO., LTD., Cray Rd.,
Strong Kent Phone, Footscray 6851. zzz-0780

1956 B.M.C. 5-ton Luton van, 1,800 cu. ft., 5,1 Phone, Stepney Green, 5522.

1957 BEDFORD AZZ Luton van, 20,000 miles only, clear floor area, no wheel hoxes, power winch, Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226.

SPARSHATTS offer:-

AUSTIN 3-ion petrol 850-cu.-ft, capacity Luton van, £325, label BEDFORD 3-4-ion P6 diesel 1,000-cu.-ft. capacity Luton, bady and engine good, £300, label benefit Luton van, good condition, £500, cu.-ft. capacity Luton van, good condition, £500, label cu.-ft. capacity Luton van, good condition, £500, label co.-ft. ft. Luton bedy built 1960, chassis very good, body as new, £550, l. H. SPARSHAIT AND SONS, LTD., London Rd., Hilsea, Portsmouth, Phone, Portsmouth 60361, 334-114

TRADER, 1960 7-ton 1,250-ca.-ft. alloy Luton, 9.00 x 20 tyres, heater, flashers, radio, low mileage, £1,000 o.n.o. Coppermill 4777 and 4713.

H. A. SAUNDERS. LTD., AUSTIN DISTRIBUTORS.

A USTIN 152 chassis with large capacity Luton body, A USTIN 152 chassis with large capacity beam asserting available.

A USTIN \$200 chassis cabs, petrol, diesel, fitted with 6600 cc. Luton boddes.

A USTIN T200 chassis-cab fitted with a Luton body, asserting that the second of the control of the c

H. A. SAUNDERS. LTD..

836 HIGH ROAD. FINCHLEY, N.12. Hillside 8822, ext. 22.

1960 KARRIER Gamecock 4-ton diesel boxvan, 8,000 Dawnies, cost new £1,400, our price £725.

1958 Thumes Trader 1,650-cu.-ft. Luton van, in very sood running order, £650, 950 cu. ft., in excel-1958 left running order, £440, 1950 cu. ft., in excel-1958 left running order, £440, 1950 cu. ft., in excel-1958 REEN MOTORS, Langley, Hitchin, Herts, Stevenage 174.

BEDFORD Luton vans, alloy hodies, unladen weight 3 tons, integral cabs and felt-lined raves, TWO 1951 OB, 1,250 cu. ft., £250 each.

WO 1952 OL, 1,350 cu. ft., £300 each.

WO 1952 OL, 1,500 cu, ft., £350 each.

OUR 1983 A, 1,500 cu. ft., £300-£350 each.

A LEXANDRA, Belmont Avenue, London, N.9. Howard

BLUFBIRD "Hi-bulk" Lutons, ex stock. Morris 440 c.c., £702 10s., unpainted: 2-ton FG \$200 die 620 c.c., £1,147, unpainted. Croftons. Bishopsgate 33

Luton Vans and Pantechnicons Wanted

750-1.500-cu.-II Luton vans wanted

750
MIDLAND VEHICLE AGENCY, 164 High St.,
Midland Vehicle AGENCY, 164 High St.,
Birmingham, 12 Victoria 6040, Evenings, Northern
934-432

Miscellaneous Vehicles (contd.)

WANTED, 1956 pantechnicon from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers. Try us night and day. Greenwich 2033. Chandler's Motors, Ltd., 71 Greenwich South St., S.E.10. 934-281

MOBILE SHOPS, CANTEENS, ETC.

1960 Karrier Bantam mobile shops, completely equipped, 1960 Thames Trader mobile supermarket with deep freeze. 15-cwt. Thames and Austin 152 unregistered 1960 models at reduced prices. Largest election of mobile shops in London. Lawton-Goodman. 135 Cricklewood Broadway, N.W.2. Gladstone 2226, 934-25

1956, September, BEDFORD 15 mobile butcher's shop, complete with refrigeration equipment and all fittings, one owner, £275.

PETERBOROUGH ENGINEERING CO., LTD., 36 Eye Rd., Peterburough, Phone 66161.

1951 AUSTIN mobile grocery shop, complete with refrigerator, scales, wash basin and all necessary equipment, in first-class order, £225. Terms and R USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174.

REFRIGERATED TRANSPORT

1955 BEDFORD refrigerated 3-ton van. PIRBRIGHT GARAGE, Pirbright Rd., S.W.18, Vandyke

1960 BEDFORD 7-ton diesel, extra long-whee/base platform truck, 18-ft, body, 9.0ft x 20 tyres, 2-speed axle, fitted with full-tength meat container body, fully insulated, 8975. G.T.C. (Commercials), Ltd., 28 Bow Rd., E.3. Advance 524.

TANK WAGONS

EYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500- and 1,200-gal, spirit tankers and large stock of tanks, tankers, frameless articulates and independent tanker trailers, cargo pumps and compressors, all types, list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton, Phone, Botley 23-50.

BEDFORD 800-gallon tankers, 2-compartment, £200; 2500-gallon QL 4 x 4 with pumping equipment, £280; 2500-gallon AEC. 6 x 6, petrol engine, £650 or £800 with diesel engine. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255, 222-841

ONE Scammell 2,000-gal. trailer tank, four compartments, very clean condition. Harold Aston, Etd., 935-6531

ATTENTIONS TANKER OPERATORS.

STOTHERT AND PITT WAGON PUMPS. SALES AND SERVICE AGENTS.

Service Units and Spares.
Postal Service.

HAROLD A STON. LTD.. LANGLEY, BIRMINGHAM, Phone, Bro 2317.

PODEN 6-wheeler double-drive 1850 3-compartment lagued tanker, £575.

A. 7962. Sanderstead 1777. 934-146

TWO new Scammell articulators, 3,600 gallon pressure discharge. New Caledonian 4,000-gal, spirit tanker, lagged. Immediate delivery; will separate cither, 1957 Bedford tanker, 2,400 gallon, articulated. 1958 Leyland 5,000 gallon, pressure discharge, 1955 pump.

HATTER BROS. Austin Agents, of Grays. Phone. Purflect 5488.

950 GALLON Bedford QL 4 x 4, excellent condition. MERTON UNGINEERING CO., LID., Fages Rd., Feltham, Middx. Phone, Feltham 6208, 3045.

1954 FODEN FG6 articulated stainless-steel lagged order, one owner since new.
1958 BEDFORD diesel articulated 2,000-gallon milk tanker, in very good order, one and lined tanker, in very good order.
1958 BEDFORD diesel articulated 2,000-gallon milk tanker, in very good order.
1953 BEDFORD 1,250-gallon aluminium tanker, complete with pumps, etc., 2200.
1953 pressure pump, etc., 200, gallon pressure pump, etc., 200, gallon, Herts.
1954 PREEN MOTORS, Langley, Hitchin, Herts.
1954-226

1952 LEYLAND Octopus, 3.660-gal, fuel vid or spirit 1956 paner with plump, choice of several, inker with 1956 pamps (period or diesel), khoise of us. 1953 DENNIS diesel 1.500-gal, 4-compartment spirit 1953 Tanker,

1950 AUSTIN diesel 1.000- and 1.200-gal, tankers, choice of 20, from £150 to £250 each.
1952 COMMER 1.800-gal, 4-compartment, very clean. 1954 BEDFORD 2,400-gal, full-compartment articu-lators, choice of six. EYLAND Comet 1,500-gal, 3-compartment spirit.

H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 934-317

VARLEY tanker pumps type DH100. Harold Aston Ltd., Langley, Birmingham. Phone, Broadwell 2317-8.

ISHERWOODS GARAGES, LTD.,

110 BUXTON ROAD, STOCKPORT.

1958 ALBION prime mover, Leyland engine, firescreen and wired for petroleum regulations, fifth-wheel coupler, vacuum brakes, excellent conditions, only £695 for

R YLAND GARAGE, LTD., Ryland St., off Broad St., Btrmingham, 16. Edbgaston 4501-2. 934-183

TIPPING LORRIES

NEW hydraulic tipper.

DODGE 7-ton 7-yd. all-metal underbody end-tippe drop sides, complete in primer. Kin 6136. Glot Auto Service, Ltd., 167 London Rd., Kingston-upon Thames.

MAUDSLAY 8-ton tipper, 1950, ready for work. 49 Shipton St., York. Phone 55913. 934-x8404

THREE B.M.C. tippers. November, 1960, 25,000 miles only, Eaton rear axles, power steering, 9.00 tyres, heaters, steel bodies, as new, h.p. balance to clear. Phone, Leede 22453.

1961 DODGE, York, 375 Leyland engine, 184f. coal body. Edbro twin-ram gear, 22,000 o.n.o. Long laton 3944, 1961 Bedford TK, 300 diesel, air brakes, 14-ft. coal body. Edbro twin ram, £1,100 o.n.o. Long Eaton 3944.

1954 A.F.C. 9.6 6-wheel tipper, 22-yd. 3-piece drop-side wooden body. Edbro gear, air brakes, CHAMBERS ENGINEERING, Western Turville, Ayles-bury. Stoke Mandeville 2282 934-135

> RYLAND GARAGE, LTD. A SELECTION OF 8-WHEEL TIPPERS

AT ATTRACTIVE PRICES. 1958 ATKINSON 6LW short-wheelbase bulk tip Pilot U7 gear, 26-cu, yd. timber body, autom greaser, latest fibreglass cab, 9.00 x 20 tyres, ready

work.

ATKPNSON GLW coal tipper, many extras,
fitted new alloy body.

ATKINSON GLX Gardner bulk tipper. Pilot
sear, wood body, automatic lubrication, or
available immediately. of tyres all cound, repainted and
available immediately.

RYLAND GARAGE, LTD.

RYLAND STREET. DEF BROAD STREET. BIRMINGHAM, 16. Edgbaston 4501-5.

934-181

1960 FORD Trader 7-ton long-wheelbase 14-cu-yd.
1960 FORD Trader 7-ton diesel short-wheelbase
1959 bill trader 7-ton diesel short-wheelbase
1959 bill trader practice for the short-wheelbase diesel 7-ton coal
1957 BEDFORD short-wheelbase 7-cu-yd. petrol tip1957 per immaculate, £150.
DAWNTER, MOTORS, LTD., Ewell By-pass, Surrey,
Phone, Ewell 2862.

B.T.C. 26-cu.-yd. tipping trailer, new alloy body and gear, D20 X tyres, air brakes. Waltham

Cross 22142.

1960 BEDFORD-YORK 14-ton artic, tipper, 20-cu.
1960 yd. alloy body. Leyland engine, etc., will
1970 syntham Cross 22142.

THORNYCROFT Stardy, steel drop-side bodies, Perkins
198 engines, one fairly good, one needing slight attention, numerous spares, £220. Box CM348, care of "The
Commercial Motor."

Commercial Motor."

1960 B.M.C. 6-wheeler tipper, with 20-yd, alloy bulk body, tery low mileage, in first-class order.

1960 B.D.C. 1960 B

order, one owner, £550,

1959 BEDFORD J-type 7-yd. tipper, £550; choice af three.

A LSO many other good tippers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 934-231

Tipping Lorries Wanted

BEDFORD A-type short wheelbase and long wheelbase petrol also diesel P6 tippers and trucks required in good running condition. Faulkners (Transport), Ltd., Farcham, Hants. Phone, Farcham 42.34. 935-6525

WANTED for quarry work, 4-wheeled tipping trailers must be chesp. Box CM3020, care of "The Com-934-205"

TRACTORS

Miscellaneous Vehicles (contd.)

COMMER Superpoise Mk. III.A 10-ton tractor unit. R6 diesel engine, 2-speed axie, heater, nearly new tyres and batteries, very sound condition. Brew Bros. Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333.

SCAMMELL tractor with Ballast box and towing Scammell. It is a second towing the second secon

SCAMMELL tractors (two), 1948, Meadows engines, good tyres, 14.00 x 20, in perfect condition, expetroleum company, 1850 for the two. Monkton Motors, Ltd., Uxbridge, Middx. Phone 35574.

EX-W.D. SCAMMELL 6 x 4, fitted with winch, good condition, 48 Brook St. Oldham, 935-x8630

1959, October, B.M.C. 5.1 dieses prime mover, fifthmusica, as new condition, one careful wener and fully recommended, any reasonable offer accepted to clear.

1958 Universal fifth-wheel coupler, suitable for platform or tank trailer (petroleum reg, conversion), offers RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 934-182

1958 B.M.C., Tasker coupling, 2-speed axle, in very good condition, £250; 1956, as above, £200 Carruthers St., Liverpool, 5. Central 2047. 934-33

Tractors Wanted

WANTED, A.E.C. Mandator articulated vehicle of tractor. Full particulars and price to: Spiers Road Services, Old Broughton Rd., Melksham, Wiltshire. Phone Melksham 2424.

SCAMMELL Highwayman fitted with 6LX; will conside to ther tractors fitted with 6LX; also 17-20-ton Trom bone semi-trailer. Box CM345, care of "The Company 935-637" 935-637

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately, All models from 3 tons to 50 tons.
CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4.

TRAILER Dollys, various size tyres, complete with fifth wheel, from £80 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255.

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

SCAMMELL trailers, 3-ton, 6-ton, 8-ton.

OVER 200 used trailers in stock from 5 cwt, to 25 tons making a compactly, articulated and 4-wheelers, by the leading badder, platform pantechnicons and apecial types, box box budder, platform pantechnicons and apecial types. RUSH GREEN MOTORS, Langley, Hitchin. 222-895

NEW 11-ton 25-ft. trailer. Scammell coupling, 9cm; £510 tyres. hardwood floor, £450 used tyres; £510 tyres. £510 t

Exchange.

AMERON GARAGE, rear of 180-186 Park View Rd.,
Welling, Kent. Bexleybeath 1747. 934-259

BIRD'S COMMERCIAL MOTORS. LID.,

BIRMINGHAM ROAD, STRATFORD-ON-AVON. Phone, Stratford-on-Avon 3222-3-4, 2136. Grams, "QUICKSALE."

TRAILERS.

Hith U.S. Army 20-ft. trailers with large box bodies, dideal for mobile workshops or offices, fitted with air brakes, front bogic detachable, with articulated and fifthwheel couplings. Prices on application. 934-416

DYSON super trailers and semi-trailers.

THE best of haul investments.

A. DYSON AND CO., LTD., 76-80 Graft.
Liverpool, 18. Phone, Royal 8434.

TASKERS trailers and semi-trailers, for every type of load between 8 cwt. and 35 tons.

S vans and cars.

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TASKERS OF ANDOVER (1932), LTD., Head Office and Works: Waterloo Iron Works. Andover, Hants. Phone, Andover 2312. Telex 47-539. Grams, "Taskers-Andover-Telex." I Charles of the Composition of the Composition of the Composition St., Manchester, 4. Phone, Deanseate 6009. Telex 66-22, 961

THORNYCROFT 150-ton Antar diesel tractor for sale. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton, Phone, Botley 2343. 934-6554

Nov. 10, 1961-THE COMMERCIAL MOTOR 193

Miscellaneous Vehicles (contd.)

DROTT trailer close-coupled 6-wheeler, 15-ft. flat floor, 20-in. loading height, 10-ton capacity. Tring 3146, 934-122

20 FT. Crane drawbar trailer, multi-wheeler. RUSSETT, 155 Milibank St., Northam, Southampton 26590, 934-109

E. C. G. TRAILERS, LTD..

HUNDREDS OF RECONDITIONED TRAILERS OF
ALL TYPES ALWAYS IN STOCK.

NEW TRAILERS, ANY PICK-UP,

IMMEDIATE DELIVERY.

YOUR SHORT OR DAMAGED TRAILER REBUILT
AS NEW
THE STONE WORKS.

SILWOOD STREET, S.E.16. Phone, Bermondsey 1157-8-9.

940-06163

10 TON Tasker. Hands and Merton low-loading trailers with knock-out astes.
20 TON S.M.T. trailers with draw-bars.
25 TON Carrimore 20-ft. well low-loading trailers with knock-out astes.
25 TON Carrimore 20-ft. well low-loading trailers with ramps.
26 TON Rogers tank transporter trailers.

MERTON ENGINEERING CO., LTD., Faggs Rd., MFeltham, Middx. Phone, Feltham 6208, 3045.

10-TON Templewood 8-wheeled trailer, 21 ft. 6 in. by 7 ft. 6 in. 29 x 8 tyres, vacuum brakes, price £220. L. A. Rich, 514 Coldhams Lane, Cherry Hinton. Cambridge. Phone 47997. 934-480

bridge. Prione 47597.
200 GAL. 2-wheeled water tanker trailers (ex Ministry).
choice of 10, price £40 cach. L. A. Rich, 514
Coldhams Lane Cherry Hinton, Cambridge. Phone 47547,
334-481

YORK 20-ton tandem axic trailer, air brakes, firth-wheel, 25-ft. platform, £859, air brakes, firth-PETERBOROUGH ENGINEERING CO., LTD., 36 Eye Rd. Peterborough. Phone 60161. 934-468

POR sale, Tasker extendible iron-frame timber-carrying for sale, Tasker extendible iron-frame timber-carrying process, and the sale, Tasker for lights, all in excellent condition. Reynolds, North Repps, Norfolk, South Repps 286.

22-FT. Scammell 6-ton trailer, perfect.
PIRBRIGHT GARAGE, Pirbright Rd., S.W.18, Vandyke, 934-299 20-FT. Scammell 8-ton trailer, in good condition, £165. Chandler's Motors, Ltd., 71 Greenwich South St., London, S.E.10, Gre 2033-4.

Chandler's Motors, Ltd., 71 Greenwich South St., London, S.E.10, Gree 2033-4.

Brand Drew senuine Scammell 12-ton 25-ft. platform trailer on 9.00 x 20 14-ply tyres, latest type heavy-duty chassis and coupling, £550, in stock now.

Sknock-out axles, new tyres, complete with which cete, perfect condition.

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